PAST PRESENT
CANADA
AND FUTURE.

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CANADA,

PAST, PRESENT & FUTURE;

BY

W. H. SMITH.

Niagara falls

TORONTO

PUBLISHED BY THOMAS MACLEAR

CANADA:

PAST, PRESENT AND FUTURE.

BEING A

HISTORICAL, GEOGRAPHICAL, GEOLOGICAL AND STATISTICAL ACCOUNT

OF

CANADA WEST,

BY

W. H. SMITH,
AUTHOR OF THE CANADIAN GAZETTEER;

CONTAINING TEN COUNTY MAPS, AND ONE GENERAL MAP OF THE PROVINCE, COMPILED EXPRESSLY FOR THE WORK.

VOL. I.

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THOMAS MACLEAR, 45 YONGE STREET.

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VOL. I.

TORONTO:
THOMAS MACLEAR, 45 YONGE STREET.

To

The People of Canada,

THROUGH WHOSE ENTERPRISE AND INDUSTRY THIS PROVINCE MUST ONE DAY ATTAIN A HIGH RANK IN THE SCALE OF NATIONS,

THIS WORK

IS INSCRIBED

BY THEIR FRIEND AND SERVANT,

THE AUTHOR.

PREFACE.

In resuming the pen, after a lapse of more than four years, we have been impelled thereto, not merely by that *cacoethes scribendi* which is supposed to have so powerful an influence on authors, but by the desire to be really useful to the land of our adoption; as we could not avoid perceiving that a new and more comprehensive work than has yet been published on the Province, was imperatively required.

The Canadian Gazetteer has so far answered its purpose in giving a concise and correct synopsis of the state of the Province at the time it was published, and has had to a certain extent a good effect in turning the tide of emigration. Many persons, during the last season, having been led by its perusal to choose Canada as a new home, in preference to any other of the British Colonies or the United States. Still, however, there was a large amount of information respecting the Province not yet laid before the public; the want of which has considerably retarded its settlement; and also, strange as it may seem, many persons, who have even visited a portion of Canada in the first instance, have actually left it, and crossed to the United States in search of those very advantages, which a trifling knowledge of the country would have enabled them to find, with little trouble and less expense, in Canada itself.

It is true that much has been written and published on the British American Colonies, and amongst the rest, on Upper Canada. A considerable portion however of the matter that has been issued, had better, as far as the prospects of the colonies are concerned, have been left untouched. Not that there is no valuable information to be found in them, but that which is really correct is so mixed with that which is

incorrect; the facts are so combined with fiction, that the one neutralises the other, and it is impossible for a stranger to separate the two. This is not surprising, as most of the works that have been published on Canada have either been written by tourists or travellers, whose productions might all with much justice be comprised under the one head of "first impressions," or they are compilations from the above trifles, worked up with official documents and trade returns by those who probably never personally saw one inch of the country they are describing. It is not wonderful therefore, with all their care that errors should creep in, it is more surprising that faulty as they generally are, they are not more full of them. The intending emigrant is therefore at a loss what to repose confidence in, and too frequently, judging from what he wishes, (and has therefore settled in his own mind,) the country should be, he selects the wrong guide, and meets in consequence with severe disappointment.

We have continually noticed, however, that emigrants from the old country more frequently deceive themselves than are deceived by others; having no really reliable, plain, matter-of-fact work that they can refer to, and depend upon respecting the state of things in the colony to which they are departing, they draw upon their imaginations for such information as they want, assisted or rather guided by the facts or fictions they have gathered by perusing some of the before mentioned works.

As a slight example of the mistakes that are made by compilers at a distance, Mr. Montgomery Martin, in quoting from the Canadian Gazetteer, converts the sentence "apples *have been* sold at Chatham at three pence half-penny per bushel," into "apples *are* sold at three pence half-penny per bushel;" a wide difference, as the latter statement would lead strangers to suppose that they were always sold at that rate, and that fruit trees in that region were either more than usually prolific, or that orchards were not worth cultivating.

All these circumstances combined, together with our observation of the vast improvements made in many parts of the Province within the last few years, induced us to devote a year or two to the collection of a few more facts, that intending emigrants and future historians may have a correct view of the Province, as it exists at the present day; and also,

that our own people may obtain some information respecting the productions and capabilities of places beyond their own doors.

We have endeavoured to accomplish our task, as far as relates to the present, by personally visiting all localities likely to yield any matter of sufficient interest to the public to repay us for the time expended in exploring them. In diving into the past, materials of value are unfortunately very scanty. The only work of past date containing any amount of local statistics, is that published by Gourlay the contents of which were collected in eighteen hundred and seventeen. And valuable as the collection is at the present time, it is to be regretted that he should have met with any factious opposition to prevent his completing it. Whatever Gourlay's political opinions might have been, as a statistical writer posterity must do him justice.

In glancing at the future, our range of vision is necessarily limited, as old father Time too frequently "keeps the word of promise to the ear, and breaks it to the hope." The future of Canada, however, under Providence, depends upon ourselves; with a fine climate, a fruitful soil, an inexhaustible supply of water power, valuable minerals in abundance, and every other necessary adjunct of a noble country, she requires nothing but the industry and perseverence of her sons to make her flourishing.

The journey through a new country, however, in search of statistical information is not by any means a path of roses. And to arrive at the necessary amount of facts within a given time, requires a constant exertion of both body and mind; and a resolution to encounter and to conquer all those various accidents by flood and field that travellers are heir to:—drenching showers, snow storms, mud holes,—dust, broiling sun, thunder storms,—tough beef steaks, damp beds,—loss of luggage and breakages—Oh! ye proteges of Paternoster Row, ye Montgomery Martins, and McGregors, who sit cosily at home and write your descriptions, under the fostering fig-tree of the Colonial Office and the Board of Trade, we envy you!—we sow the grain, you reap the harvest.

An old settler in the wilderness remarks, "none but the pioneers of a new country know the difficulties of a first settlement,"—so it is with the first attempt at publishing in a new country; none but those engaged in publishing *pro bono publico* know the difficulties of the task. The endless little troubles between authors, publishers, papermakers, printers,

engravers and bookbinders; fully equivalent to the early struggles of the settler in chopping, logging, burning, fencing, dragging, ploughing, harrowing and sowing. May we hope that in the one case like the other, the exertions may be crowned with success, and that the author and publisher like the husbandman, may reap the harvest.

Making every allowance for her inland situation and distance from the ocean, Canada is a fine country.—"Esto perpetua."

MAP OF
CANADA WEST & UPPER CANADA,
COMPILED FROM
Government Plans, Original Documents, and Personal Observation.

BY

William H. Smith

Author of the Canadian Gazetteer for Canada

PAST, PRESENT, AND FUTURE.

TORONTO.

Published by Thomas Maclear.

1852.

LAKE SUPERIOR

595 feet above the Sea

75 fathoms deep

LAKE HURON

LAKE ERIE

564 feet above the Sea. 18 fathoms deep.

LAKE ONTARIO

235 feet above the Sea 100 fathoms deep.

LOWER CANADA

NEW YORK

PENNSYLVANIA

OHIO

Boundaries of Counties

Do of Townships

Railroads

Canals

Plank and Gravelled Roads

other Roads

Scale of Miles

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INTRODUCTION.

CHAPTER I.

CONTAINING THE FIRST DISCOVERY OF CANADA, WITH ITS EARLY HISTORY UNDER THE FRENCH.

The honour of discovering that portion of North America, afterwards called Canada, is considered to belong to John Cabot, and his son Sebastian, both Italians, who, two years after the discoveries of Columbus became known in England, received a commission from Henry the Seventh to discover a north-west passage to the East Indies or China. The commission was dated on the fifth March, 1495, and stipulated that one fifth of the gains in the enterprise should be yielded to the Crown, and that the vessels engaged in the expedition should return to the Port of Bristol. In the year 1497 the adventurers sailed with six ships, and in June of the same year discovered the coast of Newfoundland. Continuing their voyage they explored the Gulf of St Lawrence, and reached the coast of Labrador, to which they gave the name of Primavista. After the return of the expedition to England, John Cabot was knighted by the king, but died soon afterwards.

In the following year, Sebastian Cabot sailed with a second expedition in search of the much desired passage, but after penetrating as far as Hudsons Bay, was obliged to return without having effected the object in view. Some years afterwards he was pensioned by the king, Edward the Sixth.

In the year 1500, Gaspar Cortereal, a Portuguese by birth, followed the course of John Cabot, and visited the coast of Labrador, where he kidnapped a number of the natives, who were conveyed to Portugal and condemned to slavery. But vengeance soon overtook these ruthless invaders. In attempting a second voyage, in the following year, the whole party perished at sea. Some time having elapsed without their return or any tidings of them, the brother of Cortereal set out in search of them. But he also appears to have met the same fate, never

afterwards being heard of, although the King of Portugal fitted out an expedition of three vessels for the express purpose of searching for them.

In 1502, two merchants of Bristol, with two other gentlemen, obtained a patent from the king, Henry the Seventh to establish colonies in the countries discovered by Cabot; and in 1527 an expedition was fitted out by the same monarch with the object of discovering a north-west passage. This appears to have terminated all adventures on the part of the British government for the purpose of exploring or forming settlements on the Canadian coast, and the subsequent voyages for the purpose were conducted by the French.

In the year 1523 a fleet of four vessels was fitted out by order of Francis the First, the command of which was given to a native of Florence, named Giovanni Verazzano. Of this voyage nothing is known beyond the fact that the commander returned in safety to France. In the following year, Verazzano fitted out a single vessel for a new expedition; this was provided with provisions sufficient to last eight months, and had a crew of thirty hands. On this voyage the navigator explored more than two thousand miles of coast, comprising nearly the whole of that of the present United States, and a large portion of that of the country to the north, now forming British North America.

Soon after the voyager's return he fitted out another expedition for the purpose of forming settlements and colonizing the newly discovered country. But as he did not return to France and was never afterwards heard of, the French people began to have a dread of voyages across the stormy Atlantic, and nothing further was attempted from that country for some years.

The origin of the name of Canada is involved in much obscurity, and the accounts of the different authorities vary considerably; one author says "An ancient Castilian tradition existed that the Spaniards visited these coasts before the French, and having perceived no appearance of mines or riches, they exclaimed frequently, "Aca nada" (signifying "here is nothing") the natives caught up the sound, and when other Europeans arrived, repeated it to them. The strangers concluded that these words were a designation, and from that time this magnificent country bore the name of Canada."

Father Hennepin asserts that the Spaniards were the first discoverers of Canada, and that, finding nothing there to gratify their desires for gold, they bestowed upon it the appellation of El Capo di Nada, "Cape Nothing," whence, by corruption, its present name.

Charlevoix, however, gives a different derivation, and supposes the name to have originated from the Indian word Kannata, signifying a

collection of huts, which is most probably the true origin of the title since given to the whole country.

In the year 1534, Francis the First of France fitted out an expedition for the purpose of establishing a colony in the New World, the command of which was bestowed upon Jacques Cartier, an able navigator of St. Maloes.

He left the port on the twentieth of April with two ships of the small size of only sixty tons each, and carrying one hundred and twenty men. The wind was favorable, and on the twentieth day from sailing they came within sight of the coast of Newfoundland. The harbours being still blocked up with ice he returned to the south-east, aud having at length found anchorage, remained on the coast for ten days.

Cartier examined the northern shores of Newfoundland, but did not discover that it was an island. He afterwards explored the Gulf of St. Lawrence, and entered a bay which from the heat he experienced there, he named the "Bay of Chaleurs." After leaving the bay he visited a considerable extent of the gulf coast, and landing on the shore of Gaspé Bay, took possession of it in the name of his king, and erected a large cross with a shield bearing the arms of France. Having been thus far successful, he sailed on the twenty-fifth of July, on his return to France, having previously managed to seize two of the natives.

The French government perceived the advantage of forming a settlement in the newly discovered country, and by the advice and through the influence of the Sieur de la Mailleraye, vice-admiral of France, a new expedition was prepared which sailed in the following year (fifteen hundred and thirty-five) under the same commander. The fleet consisted of three vessels, the largest of which only measured one hundred and twenty tons; many adventurers, and young men of good families, joined the expedition as volunteers. On the day after leaving port the weather became stormy, and for above a month the little fleet was tossed about at the mercy of the winds and waves. On the twenty-fifth of June the ships were separated, and each made the best of its way to the coast of Newfoundland. Cartier's own vessel reached the land on the seventh of July, but the other two did not arrive till the twenty-sixth, having been nine weeks on the passage. Having supplied themselves with water and wood for fuel, they sailed again to explore the Gulf of St. Lawrence, but a few days afterwards a violent storm forced them to seek shelter. Having found a port near the entrance of the great river where there was safe anchorage, they entered and remained there till the weather moderated, when they resumed their voyage. The port where they had found refuge was named by Cartier, "St. Nicolas," which name it bears to the present day.

On the tenth of the month the vessels entered the mouth of the St Lawrence, which was named by Cartier; and on the fifteenth they reached a long island which was named L'Isle de l'Assumption, but has since been called "Anticosti." This island is one hundred and twenty-five miles long, and in its widest part about thirty miles across, dividing the River St. Lawrence into two channels. Throughout its whole extent it has neither bay nor harbour sufficiently safe to shelter ships. It is uncultivated, being generally of an unprofitable soil, upon which any attempted improvements have met with very unpromising results. Since the year eighteen hundred and nine, establishments have been formed on the island for the relief of shipwrecked persons; two men reside there, at different stations, all the year round, furnished with provisions for the use of those who may have the misfortune to need them. Boards are placed in different parts describing the distance and direction to these friendly spots. It has been lately proposed to convert the island into a convict station.

After leaving the island, the navigators continued their course, examining both shores of the great river, and occasionally holding such communication, by signs and gestures, as they were able, with the natives. After examining the mouth of the Saguenay they continued their passage up the St. Lawrence, and on the sixth of September reached an island abounding in filberts, which on that account they named Isle aux Coudres. They soon afterwards reached another island of considerable extent, well wooded and abounding in vines, which was named Isle de Bacchus. This was afterwards, in the year sixteen hundred and seventy-six created an earldom, by the title of St. Laurent, which, however has long been extinct.

The island is now known by the name of Orleans.

On the 7th, of September, Donnacona, the chief of the Indians residing in that part of the country, came with twelve canoes to visit the strangers, whose vessels lay at anchor between the island and the north shore of the great river. Jacques Cartier appears to have had with him the two Indians who had been carried away from the coast on the previous voyage, and who now acted as interpreters. Their description of the kind treatment they experienced, and the wonders they had seen amongst their captors, created a favorable impression in the minds of the Indians, who received them in a friendly manner.

After this satisfactory interview with the natives the adventurers continued their passage up the stream, till they reached the point of junction of the River St. Charles with the St. Lawrence, where Cartier determined to anchor his ships for the winter; having named the "little river" St. Croix. Donnacona, with about five hundred of his tribe came to welcome his arrival. In the angle formed by the meeting of the two rivers,

where the lower town of Quebec is now situated, stood the Indian town of Stadacona, where was the residence of the chief.

Respecting the origin of the name "Quebec" there appears to be quite as much uncertainty as with that of Canada; Charlevoix derives its origin from the Algonquin language, while La Potherie asserts it to have originated from an exclamation of the first discoverers under Cartier, who on first seeing the promontory raised an exclamation of "Quel bec!" Mr. Hawkins on the contrary believes it to be of Norman origin, and in proof of his opinion mentions a seal belonging to William, earl of Suffolk, dated in the year fourteen hundred and twenty, the motto on which is "Sigillum Willielmi de la Pole, Comitis Suffolckiæ, Domine de Hamburg et de Quebec."

The French remained here for some time, on good terms with the natives, but Jacques Cartier was desirous of extending his discoveries, and having been informed by his Indian interpreters that an Indian town of larger size than Stadacona was situated higher up the river, he determined to reach it. The Indians were unwilling that he should proceed, probably thinking he had already penetrated sufficiently far into the country for their own safety. They therefore used every argument likely to prevail to deter their progress; they represented the distance the lateness of the season, the dangers of the lakes and rapid currents and the ferocity of the tribes inhabiting the upper country; and when every objection failed one of the interpreters refused to accompany him. The navigator however was immovable, and in order to give the inhabitants some idea of his power, he caused twelve cannon, loaded with bullets, to be fired against a wood. These were the first fire-arms they had seen, and naturally struck them with both awe and wonder.

On the 19th of September Jacques Cartier sailed in search of Hochelaga, the town he had heard of from the Indians, taking with him one of his smaller vessels and three boats, containing a party of thirty-five armed men, leaving the two larger vessels with their crews in the harbour at Stadacona. The voyage was prosperous, and the natives appeared every where friendly; the chief of one district even carrying his kindness so far as to present the commander with a little girl, one of his own children. On the twenty-ninth the voyagers having missed the proper channel, were obstructed in the channel and unable to proceed, taking therefore his two smaller boats, Cartier deemed it advisable to leave the others behind, and on the second of October reached his place of destination. The natives, above a thousand in number, assembled on the shore to meet and welcome the strangers. While the commander in return for their kindness gave presents of tin, beads and other trifles to the women, with knives to some of the men.

The French returned at night to their boats, and the following day, with three of the Indians as guides, they visited the town, which consisted of about fifty large huts, surrounded by fields of Indian corn. "It was of a circular form, each hut fifty paces long, and from fourteen to fifteen wide, all built in the shape of tunnels, formed of wood, and covered with birch bark; the dwellings were divided into several rooms surrounding an open court in the centre, where the fires burned. Three rows of palisades encircled the town, with only one entrance; above the gate, and over the whole length of the outer ring of defence, there was a gallery, approached by flights of steps, and plentifully provided with stones and other missiles to resist attack. This was a place of considerable importance even in those days, as the capital of a great extent of country, having eight or ten villages subject to its sway."

"The inhabitants spoke the language of the great Huron nation, and were more advanced in civilization than any of their neighbours: unlike other tribes, they cultivated the ground and remained stationary. The French were well received by the people of Hochelaga; they made presents, the Indians gave fêtes; their fire-arms, trumpets and other warlike equipments filled the minds of their simple hosts with wonder and admiration, and their beards and clothing excited a curiosity which the difficulties of an unknown language prevented from being satisfied. So great was the veneration for the white men, that the chief of the town, and many of the maimed, sick, and infirm, came to Jacques Cartier, entreating him, by expressive signs, to cure their ills. The pious Frenchman disclaimed any supernatural power, but he read aloud part of the Gospel of St. John, made the sign of the cross over the sufferers, and presented them with chaplets and other holy symbols; he then prayed earnestly that the poor savages might be freed from the night of ignorance and infidelity. The Indians regarded these acts and words with deep gratitude and respectful admiration."

After visiting the hill or mountain situated at the back, and about three miles from Hochelaga, to which he gave the name of Mont Royal, (which has since been corrupted into Montreal, and bestowed upon the city at its base) Jacques Cartier returned to the boats, in order to retrace his steps to Stadacona. His quick retreat disappointed his new friends who followed the boats for some distance on their passage down the river. On the fourth of October the travellers reached the shallow water where the vessels had been left, and arrived at Stadacona on the eleventh.

During the absence of Cartier, the men who had been left behind in charge of the vessels, had occupied themselves in endeavouring to strengthen their position, in order to guard against any danger of attack from the natives, as notwithstanding there was every appearance of

friendly feeling on their part, the French did not deem it prudent to place too implicit confidence in their sincerity. No hostile or unfriendly feeling however appears to have been entertained by the natives towards their invaders; on the contrary, when the winter set in with a severity altogether unexpected by the French, who were unprovided with either proper clothing or provisions, and in consequence the crew were attacked with that terrible disease scurvy, of which twenty-five died by the month of March, Jacques Cartier would himself have perished had not the Indians, finding that their visitors were but mortal like themselves, taken upon themselves the office of physician and revealed to them a remedy, the decoction of the leaf and bark of a certain tree, which was so effectual, that in a few days they were all restored to health. This tree is supposed by Champlain to have been the spruce fir, *Pinus Canadensis*. What a contrast does the conduct under similar circumstances here exhibit, between the representative of polished, civilized France, and the so-called *savage* of the wilderness. When asked to heal the sick, the one, who probably knew nothing of medicine or surgery, "*made the sign of the cross over the sufferers, and presented them with chaplets and other holy symbols,*" which no doubt proved very efficacious. While the "plain untutored savage" simply cured his patients.

On the twenty-first of April, Jacques Cartier becoming alarmed at the sudden appearance of a number of young men, who had just returned from the hunting gounds where they had spent the winter, and fearing lest some hostile movement might be in progress, determined to return at once to France. On the eve of departure, he was guilty of a shameful act of treachery towards his kind entertainers, in seizing the chief, Donnacona, the interpreters and two other Indians, whom he carried to France, and presented to Francis the First.

The issue of the voyage to the west was not, however, particularly satisfactory or encouraging to the French at that day; no gold or silver, or any thing supposed to be valuable, had been discovered; and the accounts brought home by the voyagers of the severity of the climate, the privations they had suffered, and the diseases with which they had been afflicted were sufficient to damp the spirits of many who had previously supported the adventure. Still, however, there were many in France who had a more favorable opinion of the country that had been visited, and were anxious to form a settlement and colonize the lands discovered by Cartier. One of the principal of these was Jean François de la Roque, Lord of Roberval, who obtained a commission from the king to command an expedition to North America, with the title and authority of Lieutenant General and Viceroy over Canada, Hochelaga, Saguenay, Newfoundland, Belle Isle, Carpon, Labrador, La Grande Baye,

and Baccalaos; and Jacques Cartier was appointed second in command. The adventurers were directed to make all the discoveries they could, and were still urged to search for gold and silver.

Jacques Cartier busied himself at St. Malo, in preparing his vessels for the voyage, while the Lord of Roberval was also exerting himself at Honfleur, in fitting out two extra vessels at his own cost; but the king becoming impatient, he directed Cartier to sail without him, and to use the same authority as if he himself were present; promising to follow himself as soon as he was prepared. Jacques Cartier left St. Malo on the twenty-third of May, fifteen hundred and forty-one. The vessels were separated for some time by stormy weather, but at length they all met again on the coast of Newfoundland, where they waited some weeks in hopes of being joined by Roberval; but he not appearing, they sailed to their old station on the St. Lawrence, where they arrived on the twenty-third of August.

On their arrival at their old anchoring place, near Stadacona, the Indians friendly as ever, came to welcome the return of the strangers. When, however, they learned the fate of their late chief, who had died in France, their friendly feelings towards the adventurers immediately underwent a change; they no longer treated them with kindness or confidence, and threw every possible obstruction in their way, in order to compel them to leave. The hostility of the Indians at length arrived at such a pitch that the French Commander deemed it prudent to shift his quarters, and choose another anchoring place for the winter. The ground he selected was the mouth of a small river, three leagues higher up the St. Lawrence, where he erected two small forts for the protection of his vessels; and gave his new position the name of Charlesbourg Royal. From hence he sent back two vessels of his fleet to France, with letters to the king, conveying the information that Roberval had not yet arrived.

Under the supposition that the country of the Saguenay, supposed to be rich in mineral wealth, might be reached by pursuing the course of the St. Lawrence, Cartier spent a portion of the autumn in exploring the course of the stream above Hochelaga, intending to make a more extensive and minute survey in the spring. The Indians met him on his journey with every appearance of friendship, but from their being assembled in unusual numbers he viewed them with suspicion. It is probable the distrust was mutual, and that the Indians having been twice deceived, were anxious to guard against a third act of treachery. It is probable such was their feeling, as after the return of the party to Charlesbourg Royal, they were avoided by the Indians, who now never visited the French, or brought them presents of fish and other provisions,

as they had formerly done. Being fearful of an attack, Cartier made every preparation necessary for defence during the winter, but as we have no account of any hostile demonstration having occurred, we may presume that the winter passed away quietly.

Roberval, notwithstanding his promises, did not depart from France till the spring of the following year, when he left Rochelle with three large vessels, fitted out principally at the expense of the king. Two hundred persons accompanied him, some of whom were gentlemen of family, and others, men and women intending to become settlers in the newly discovered country.

After a tedious voyage the adventurers reached the coast of Newfoundland and entered the harbour of St. Johns, where they remained for a short period to recruit.

While remaining here they were much disappointed at the sudden appearance of Jacques Cartier, who was then on his way back to France, having become discouraged by the hostility of the Indians, his own want of necessary supplies, and the non-appearance of Roberval. He was still, however, ardent in his descriptions of the richness and fertility of the country, and exhibited specimens of what was supposed to be gold ore, and crystals that were taken for diamonds, found on the promontory above Quebec, which has since been named "Cape Diamond." No persuasions, however, could induce the adventurers to return; and in order to avoid an open quarrel with Roberval, they weighed anchor in the night and continued their voyage to France, where Cartier died soon after his return.

Though Roberval was disappointed, he was not discouraged by the loss of his Lieutenant, and determined to prosecute his voyage to Canada; he accordingly sailed from Newfoundland and reached Cap Rouge, the place where Jacques Cartier had wintered, about the end of June, 1542. This position he fortified, to guard against attack, and remained there till the following spring, but does not appear to have been occupied to any useful purpose. During the winter, the scurvy, that ancient scourge of mariners, committed great havoc amongst the party; not less than fifty of the number having died from its effects. About the end of April, the ice broke up and navigation opening enabled Roberval to make preparations for more active operations; and on the fifth of June he started to explore the province of Saguenay, leaving a party behind to protect the winter quarters. The survey was attended with no beneficial effects, but resulted in the loss of a boat and eight men.

Before the close of navigation Roberval left Canada and returned to France, where for some years he was otherwise engaged.

In the year 1549, a expedition was sent on foot, and Roberval accompanied by his brother and a party of adventurers, sailed once more for Canada; but nothing having being heard of them afterwards, they were supposed to have perished in the Atlantic.

In 1576, a spirit of enterprise appeared to spring up in England, and Martin Frobisher was sent out by Queen Elizabeth on a voyage of discovery. He had three ships under his command, and discovered the straights which bear his own name, and Elizabeth's Foreland. He also brought with him a large quantity of *mundic*, *mica* or *talc*, which he mistook for gold ore. In the following year, he was sent out by some merchants, with an expedition consisting of three ships, commissioned to seek for gold, and to explore the coasts of Labrador and Greenland, with the hopes of discovering a north-west passage to India. He returned, however, without having accomplished the latter portion of his task, but brought back with him an Indian man, woman and child, and about two hundred tons of the supposed gold ore.

It seems most extraordinary that proper means were not adopted for testing and thoroughly examining the quality of the article imported for gold, before going to greater expense in collecting it; it is evident however, such was not the case, as we learn that in the following year, 1578, Martin Frobisher again sailed for the American continent, having with him this time no fewer than fifteen ships, all in the search for gold. Of gold, however, they got none, and a large number of those engaged in the speculation were ruined.

It is singular that in the present day, after such a lapse of time, gold should actually have been discovered, although in small quantities, in those very regions where it was so long and so expensively sought in vain.

After this gold mania had subsided through the ruin of the adventurers, the spirit of discovery appears to have sunk into inactivity in England; and for fifty years after the loss of Roberval, France paid little or no attention to Canada. But in 1598 the Marquis de la Roche, a Breton gentleman, obtained from the king, Henry the Fourth, a patent granting the same powers that had previously been given to Roberval. Having obtained the necessary powers he fittedout a vessel, and added to his crew a band of forty convicts drawn from the French prisons; these he left on Sable Island, the first land he touched, which was little better than a barren sand bank. But little is known of the rest of his voyage, but he returned to France leaving the prisoners upon the island to their fate. After a lapse of seven years an expedition was sent out by the king to look for them, when twelve only were found alive; these were brought back to France, and in consideration of the

sufferings they had undergone, their offences were pardoned, and a sum of money was given to each. The marquis who had left them behind was ruined by the failure of his expedition, and did not long survive his losses and disappointments.

About the year 1600 the profits of the fur trade began to attract considerable attention, and private adventurers began to barter with the Canadian hunters. A wealthy merchant of St. Malo, M. Pontgravé, was one of the most successful of these traders, and made several profitable voyages to Tadousac, at the mouth of the Saguenay, and, with the view of establishing a trading post in that locality, engaged a captain in the navy, named Chauvin to join him in partnership, and to obtain from the king a patent conferring upon him exclusive privilege of trading in that region. The application for the patent succeeded, and two tolerably successful voyages were made; but the attempt to establish a trading post at the mouth of the river was unsuccessful, and Chauvin died in 1603, while preparing for a third voyage. Tadousac has since become a post of the Hudson's Bay Company, and is said to contain the remains of the first building erected by the Frenchin Canada, of stone and mortar.

After the death of Chauvin, De Chatte, governor of Dieppe founded a company of merchants for the purpose of trading to and making settlements in Canada. The command of the expedition was given to Pontgravé, who was commissioned by the king to make what discoveries he could in the St. Lawrence, and to form a settlement upon some portion of the coast. At the request of De Chatte, Champlain, a naval officer of some reputation, accepted a command in the expedition. Pontgravé and Champlain sailed for the St. Lawrence in 1603. They left their ships at Tadousac, and proceeded as far as the Sault St. Louis, in an open boat, with only five sailors. At this time the Indian town, Hochelaga, had so dwindled away that the voyagers did not deem it worthy a passing notice, but they remained for a time atthe anchoring place at Quebec. During the absence of the expedition, De Chatte, its patron, died in France, and the powers and privileges that had been bestowed on him, were conferred on Pierre du Guast, sieur de Monts, on certain conditions.

De Monts was a Calvinist, and although of the reformed religion himself, it was stipulated that he should convert the Indians to the Roman Catholic religion. He sailed from Havre in March 1604, with a fleet of four vessels; two of these were intended to proceed to Acadia, one was destined for the Strait of Canso, and the fourth for Tadousac, to trade for furs with the hunters of the Saugenay. De Mont arrived on the coast of Acadia on the 6th of May, and to show his power and

assert his privileges, seized and confiscated, an English vessel he found trading there. He then sailed to the Island of St. Croix, where he established himself for the winter. During his stay his party was diminished by the ravages of scurvy, and the privations to which they were exposed. Champlain, having in the mean time discovered and named Port Royal, now called Annapolis, De Monts removed there, erected a fort and appointed Pontgravé to its command; and soon afterwards he bestowed Port Royal, and a portion of the neighbouring country, upon De Poutrincourt, one of his party, and the grant was afterwards confirmed by the king.

During the absence of De Mont, many complaints were made to the King of France of the injustice of the exclusive privileges that had been bestowed upon him, it was urged that he had interfered with and thwarted the fisheries, under pretence of securing the sole right of trading with the Indians. In consequence of these representations, De Mont's privileges were revoked. Not discouraged, he entered into a new engagement with De Poutrincourt, who had followed him to France, and in May sent a ship from Rochelle to assist the colony in Acadia. The settlers there, having been reduced to great distress for want of supplies, resolved to return to France, and had actually sailed, when they heard of the arrival of Poutrincourt with supplies. They therefore returned to Port Royal. This colony appears to have continued in a flourishing state till the year sixteen hundred and fourteen, when it was attacked and destroyed by a force from Virginia, under Sir Samuel Argall. In 1621, King James the First conferred Acadia upon Sir W. Alexander, who changed the name to Nova Scotia. By the treaty of St. Germain en Laye, in 1632, it was restored to the French; it was afterwards taken a second time by the English, and again restored to France by the treaty of Breda. It was again taken in 1710, by General Nicholson, and finally ceded to Great Britain by the treaty of Utrecht in 1713.

Notwithstanding the patent of De Mont had been reversed, he still continued his efforts for the promotion of the settlement of Canada; and in the following year obtained a renewal of his privileges for twelve months, on condition that he should establish a settlement on the banks of the St. Lawrence. The trading company, who still continued to place confidence in him, notwithstanding his reverses, fitted out two ships, under the command of Champlain and Pontgravé, to establish the fur trade at Tadousac. De Mont, who remained in France, with the assistance of the company, fitted out some additional vessels in the spring of 1608, which he also sent to the St. Lawrence. Champlain reached Quebec on the 3d of July, and immediately selected the spot as the site of

the future capital of the country. Here he erected huts for shelter, a magazine for their stores and provisions, and on the highest point of the headland he formed barracks for the officers and men.

The town of Stadacona, like that of Hochelaga seems to have dwindled away since the first visit of the French. A few Indians still remained about Quebec, but were not in the same flourishing condition they were formerly found in, and during the succeeding winter they suffered severely from famine, being compelled to supplicate aid from the strangers. The French themselves, having to live principally on salt provisions, were, as in previous winters, attacked with scurvy.

On the 18th of April, in the following year, Champlain, attended by a party of Indian warriors, ascended the St. Lawrence, and also explored the lake to which he gave his own name, which it has since retained. On this expedition he encountered a party of Iroquois (Five Nations). A battle ensued, which soon terminated in favour of the French party, through the agency of the fire-arms to which the Iroquois were not yet accustomed. After this expedition Champlain returned to France, where he was well received by the king, Henry the Fourth, who gave the name of New France to Canada.

By the assistance of the merchants company, De Mont, in the spring of 1610, equipped two vessels, which were placed under the command of Champlain and Pontgravé; one was intended for Quebec, to convey artisans, settlers and supplies to the colony, and the other was destined for Tadousac to prosecute the fur trade. Champlain sailed from Honfleur on the 8th of April, and reached the mouth of the Saguenay after a short passage of eighteen days. On his arrival at Quebec he found the settlers contented and prosperous, their attempts at cultivation had been successful, and they had not been disturbed by the Indians. The French, however, have always been a warlike people, never contented with the blessings of peace, but always seeking for military glory. Thus we find Champlain, soon after his arrival in Canada, apparently without any provocation, joining the Algonquin and Montagnez Indians, in an expedition against the Iroquois. In this affair Champlain received a slight wound. In 1612, Champlain found it necessary to return to France, to seek a patron, able and willing to assist the colony, by furnishing the necessary supplies and resources to support and extend it. This he found in the Count de Soisson, who had been appointed Viceroy of the new country; Soisson however died soon afterwards, and the appointment was bestowed upon the Prince de Condé.

The new Viceroy continued Champlain in his command as deputy, and on the 6th of March, 1613, he left St. Malo in a vessel commanded by Pontgravé, and reached Quebec on the 7th of May. From thence he

proceeded to Mont Royal, and after remaining a short time at that station, set off to explore the Ottawa; after which, as his presence was not required by the colonists, he and his companion Pontgravé returned once more to France.

In the year 1614, through the influence of the Prince of Condé, Champlain obtained letters patent, incorporating some wealthy merchants of St. Malo, Rouen and Rochelle, into a new company, and having obtained the assistance of some Roman Catholic missionaries, he returned to Quebec, which place he reached in the beginning of April, 1615; and proceeding from thence to Mont Royal, found the Indians in that neighbourhood preparing for a hostile excursion against the Iroquois. Fond of adventure, and desirous of gaining the friendship of the Indians in his own immediate neighbourhood, and also probably not a little proud of the opportunity of showing the superior efficiency of European instruments of warfare, Champlain was easily persuaded to join the party, although it would have been far better had he remained neutral and contented himself with protecting his own settlers. One of the missionaries accompanied him on his journey with the view of becoming acquainted with the language and habits of the Indians. After ascending the Ottawa river the invading party continued their route till they reached the borders of lake Nipissing, where they found a party of Nipissings, seven or eight hundred in number, who gave them a friendly reception. From thence they proceeded, sometimes by land, sometimes in canoes, till they reached the great lake Attigouantan, (Huron). After coasting the lake for about forty-five leagues, they struck into the interior, for the purpose of reaching the appointed rendezvous of their allies. They found the land superior to that they had hitherto passed through, being well cultivated, and abounding in corn and fruits. After meeting their savage allies they spent several days in dancing and feasting, and at length set out in search of their adversaries. At length they came within sight of the Iroquois camp, when they perceived the enemy strongly entrenched in a camp defended by four successive palisades of fallen trees, enclosing a piece of ground containing a pond, with every other requisite for sustaining Indian warfare. The Iroquois advanced from their fortifications and were successfully attacking the Algonquins, when a discharge of fire-arms drove them back to their camp. Champlain now attempted to train his Indian allies to European modes of warfare, but found they would only fight when, and in such manner as they felt inclined. Instead of following his directions, they preferred to pour out execrations upon the enemy, and shoot arrows against the strong wooden defences. The attack was unsuccessful, Champlain himself was twice wounded in the

leg, and the Algonquins making the non-arrival of five hundred expected auxiliaries an excuse, determined to retreat. Champlain now claimed from his allies the fulfilment of their promise to convey him home after his campaign. First, however, guides were wanting, then a canoe; and he soon found that they were determined to detain him and his companions, with a view to their defence in case of attack, or to aid them in future expeditions. He was very ill provided for wintering in so desolate a region; but a chief named Darontal, gave him his hut, built in the best Indian style, and he found considerable amusement in their hunting expeditions. On the 20th of May in the following year he set out on his way homewards, and arrived at the Sault St. Louis in the end of June. After remaining there a short time he continued his journey to Tadousac; from whence he set sail for France, where he arrived on the 10th September 1616.

On his arrival in France, he found the Prince of Condé, not only in disgrace, but actually in confinement. The Marshal de Themines, however, was prevailed upon to undertake the duties of the office, on condition of sharing the emoluments. Unfortunately he became involved in controversy with the merchants, and after a lapse of two years and a half, the Duke de Montmorency was induced to treat with Condé for his office of viceroy, and obtained it upon the payment of eleven thousand crowns. Champlain was well pleased at this arrangement, considering the duke as better qualified for the appointment, and from his situation of High Admiral, possessing the best means of forwarding the object. A body of associated merchants had already, in January, 1619, agreed to send out a larger colony than any preceding one, of eighty persons, including three friars, with the necessary supply of furniture, arms, seed corn, and domestic animals. Their departure was, however, delayed a whole year, by the disputes between Rochelle and other commercial cities, and between the protestants and the catholics. Attempts were also made to degrade Champlain from the high situation in which he had been placed; but by virtue of commissions, both from Montmorency and the king, he succeeded in crushing all opposition.

While Champlain was absent in France, one of the missionaries named Duplessys had been engaged at Trois Rivières in instructing the Indians, and had so far gained their affection that he was informed of a conspiracy among all the neighbouring Indian tribes for the complete destruction of the French: Duplessys contrived to conciliate some of the principal chiefs, and at lenngth succeeded in arranging a treaty, and gaining the possession of two chiefs as hostages for its observance. In May, 1620, Champlain once more set sail for the new world, and after a lengthened voyage arrived on the 7th of July at the port of

Tadousac. He found that during his long absence the settlements had been considerably neglected, and that after all that had been done for the colony, there remained, not more than sixty inhabitants including women, children and clergy, ten of whom were engaged in establishing a religious seminary. In addition to which discouraging result, he ascertained that some adventurers from Rochelle, in violation of the company's privileges, had opened a trade with the Indians, and had set the fatal example of bartering fire-arms for furs.

In the year 1621, the first child was born in Quebec of French parents. During this year the colony was in considerable danger from an attack by the Iroquois Indians, who becoming jealous of the alliance between the French, and the Hurons and Algonquins, and fearing that the united parties might become too formidable, concerted an expedition to destroy the settlements. It is probable they also partly acted from a feeling of revenge for the part Champlain had acted in joining the Algonquins in their attack. The first demonstration was made upon the settlement at Sault St. Louis, where they were repulsed with considerable loss. Another party proceeded down the river to Quebec, instead however of attacking the French settlement, they fell upon and destroyed some Huron villages in the vicinity.

The following year the association of merchants who had fitted out the last expedition, were deprived of all their privileges by the duke who transferred the care of the colony to the Sieurs De Caen, uncle and nephew, one a merchant and the other a mariner. The king of France himself wrote to Champlain, approving of his services and exhorting him to continue in tbe same course; by the new arrangement however he was deprived of all authority. About the middle of July he received notice that De Caen had arrived at Tadousac, and was desirous of an interview. He was received with the utmost courtesy, but soon found the new superintendent disposed to act in a very violent and arbitrary manner. He claimed the right of seizing all the vessels belonging to the associated merchants, which might have come out for the purpose of traffic; and he actually took that of Du Pont, their favorite agent, and an intimate friend of Champlain. The late commander remonstrated strongly against these proceedings, but without effect, as he possessed no power which could check the violence of the new dictator. In consequence of these transactions a considerable portion of the population connected with the European traders took their departure, while the agent of Montmorency had brought only eighteen new settlers; so that the colony instead of being increased, was actually reduced to forty-eight. Champlain now busied himself in bringing about a reconciliation between the rival tribes of Indians, which after considerable trouble he effected;

and afterwards erected a stone fort at Quebec for the defence of the settlement. In the mean time a union had been formed in France between the old and new companies, there was not however much cordiality between them, and their contentions gave so much trouble to the duke that he disposed of the viceroyalty to the Duke de Ventadour. The new viceroy however soon found himself involved in serious troubles. He professed in a manner peculiarly decided, that his main object was to diffuse the Catholic religion throughout the new world; but it so happened that the Protestants were the only French citizens who possessed the nautical skill to conduct such an expedition, or were willing to brave its dangers. In despite of the court therefore, they formed the majority of every crew; and though the most illiberal restrictions were laid upon their worship, their numbers enabled them to treat these with little ceremony. Even De Caen professed this faith; and the new viceroy had the vexation to learn that he had not only allowed Protestant prayers to be publicly offered up, but had even desired the Romanists to attend them. He was exceedingly desirous therefore, that a captain of the Catholic belief should be appointed to command the vessels; with all his exertions however he could not escape the necessity of employing crews, two thirds of whom were Huguenots. He endeavoured however to confine the means of exercising their religion within the narrowest possible limits. In particular, he strictly enjoined that they should not sing psalms in the St. Lawrence; but the mariners who had freely performed this act of worship in the open sea, loudly exclaimed against such a capricious restriction.

About this time Champlain appears to have had considerable trouble with the Indians; many murders were committed, and each act of forbearance only led to fresh hostilities; these, however, may all fairly be considered the fruits of the first aggression on the part of the French.

As the De Caens appeared to use their influence in the colony for the promotion of religious dissentions, and were more eager in pursuing the fur trade than in promoting the settlement of the country, Cardinal Richelieu, the French minister, considered their rule injurious to the prosperity of the colony; he therefore revoked their privileges, and transferred their power to a new company, called the Company of a Hundred Associates; who undertook to send a certain number of settlers to the colony, to furnish them with provisions and all other necessaries for three years, and to supply them with lands and corn for seed. They were also to send a sufficient number of clergy, and to support them for fifteen years; at the end of that time to assign them glebes sufficient for their support. This company was formed in 1627. In the following year, war suddenly broke out between France and England,

and the first vessels sent by the company to the colony were seized on their passage by Sir David Kertk, a French refugee in the British service; he afterwards proceeded to Tadousac and burned the village; and then summoned Quebec. Champlain, however, determined upon resistance, and Kertk, ignorant of the strength of the garrison, deemed it advisable to retreat.

In the next year, (1629,) a new expedition was fitted out against the settlements in Canada, and in July, Kertk a second time summoned Quebec, and the settlers being reduced to great distress for want of provisions, were compelled to surrender, and were conveyed to England. By the treaty of 1632, New France was restored to the French, although the country was considered of so little value, that it was only through the strong solicitations of Champlain that its restoration was made an article of the treaty. It is not surprising that the settlement was thought scarcely worth asking for, when it is considered that so many years after it was taken possession of, the whole fruits of all the toil and outlay consisted of a few houses, with barracks and a fort at Quebec, and a few huts at Tadousac, Trois Rivières and Mont Royal.

As soon as peace was settled between France and England, the company obtained a restoration of all their privileges; and in 1633, Champlain was re-appointed governor of the colony, and took out with him a number of respectable settlers. Many Huguenots were desirous of joining him, but were not permitted, and the prosperity of the colony appears to have been checked by the bigotted spirit of those who endeavoured to prevent the emigration thither of persons of the reformed religion.

In December, 1635, Réné Rohault, son to the Marquis de Gamache, who had joined the order of Jesuits, laid the foundation for a college at Quebec; and in the same month the prosperity of the colony received a serious blow by the death of Champlain, who was buried in Quebec.

For some time after the death of Champlain, the master spirit of the settlement, affairs there did not progress in a very favorable manner; trade languished, the Indians were troublesome, and instead of sending stores, troops and traders, the company merely sent out monks and nuns. The Iroquois, who had conquered the Algonquins, and nearly subdued the Hurons, now threatened the French settlements. To check their advance, Montmagny, the new governor, erected a fort at the mouth of the river Sorel, by which the Indians usually made their approaches. Tired at length of a continued warfare, from which they derived no advantage, the Indians made a proposal of peace. A meeting was arranged between the chiefs and the governor, and after due deliberation a treaty was concluded, which for a time restored tranquility to the colony.

In 1639, a party of Ursuline nuns were sent out by the Duchess d'Aiguillon, who established a seminary at Quebec. And the Abbé Olivier who had originated the religious order of St. Sulpice, proposed to the king to establish in the new colony, a seminary, composed of the members of the order, and bearing its name. The king received the proposal favourably, and granted the Island of Montreal for the support of the project. The Sieur Maisonneuve was placed at the head of the party, and invested with its government; and the work of religious instruction was pursued with zeal and success.

In 1647, M. de Montmagny was succeeded as governor of Canada, by M. d'Ailleboust. This was in consequence of a new regulation limiting the term of colonial governors to three years. The new governor was a man of ability, and had held the command at Three Rivers for some time, but he received no more support from the government at home, or the company, than his predecessor, and was no better provided for sustaining a defence against the Indians, who again became troublesome. The missionaries in the mean time penetrated into the interior, to convert and instruct the Indians, and succeeded in inducing a number of the Iroquois to settle within the limits of the colony. And a number of Hurons were established in villages, the principal of which was Sillery.

In 1648, the Iroquois, without any apparent reason, determined to renew the war, and suddenly descended upon the Huron village on the morning of the 4th of July. The missionary at the time was engaged in celebrating the service of the Catholic church, none but old men, women and children were present, who were incapable of resistance, when the Iroquois rushed into the midst of them, tomahawk and scalping knife in hand, and ere the bloody work was stayed, not a living soul was left in the village. In this horrible massacre four hundred families were consigned to destruction.

While the French were thus occupied in Canada, the English had not been idle, but had been engaged in colonizing the more southern coasts of the American continent, and during this year the first communication took place between the two settlements by the arrival of an envoy from New England, with proposals to establish a lasting peace between the colonies, not to be disturbed, even although the mother countries should go to war. To this proposal the French governor gladly consented, and sent an agent to Boston invested with full powers to conclude a treaty, insisting only on one condition, namely, that the English colonists would agree to assist them in punishing their enemies, the Iroquois. This, however, the New Englanders steadily refused, being themselves at peace with their Indian neighbours, they were unwilling to raise up so

formidable a host of enemies, the deputy therefore returned to Canada without having effected anything by his journey.

The Huron nation of Indians appear to have been a mild and peaceable people, compared to the more warlike Iroquois, or even the Algonquins, and under the tuition of the French missionaries, were more inclined to cultivate the arts of peace, than to engage in the barbarities of war; notwithstanding, therefore, the lesson that had been taught them, to guard against the irruptions of their more savage neighbours, they soon sunk again into a state of supine tranquility. This repose, however, was shortly disturbed by a fresh attack from the Iroquois, who in a large party descended upon the village of St. Ignace, and notwithstanding resistance was offered, and ten of the assailants killed, they succeeded in killing or carrying off all the inhabitants except three. They next attacked St. Louis, and although it was well defended, they at length succeeded in storming it. Many of the women and children managed to escape, and the missionaries could also have saved themselves, but attaching a high importance to the administration of the sacrament to the dying, they sacrificed their lives to the performance of this sacred rite; they were not killed on the spot, but were carried off for the purpose of torture.

Deep dismay now seized upon the Huron nation; their country, once so peaceable and flourishing, now lay at the mercy of the conquerors, and little hope appeared for the survivors. They therefore separated; some sought an asylum among the Ottawas, the Cats or Eries, and other nations more remote; others again offered to unite with their conquerors, who, according to their usual policy, readily accepted them, while others attached themselves to the missionaries and formed a settlement on the Island of St. Joseph on Lake Ontario. From the difficulty of obtaining subsistence on the island they were compelled to form villages on the main land, where they were again attacked by the Iroquois, with great slaughter. The remnant of the Huron nation now reduced to three hundred souls, earnestly solicited the missionary to convey them to Quebec, and place them under the protection of the French. This was considered the most advisable course, and they were removed thither, but although considerable exertions were made for their reception, from want of the necessary supplies and accomodations they were in considerable danger of perishing from cold and hunger. At length a station was formed for them, which in memory of their former chief settlement was called Sillery.

The Iroquois now wandered over the country without opposition, the fertile banks of the Ottawa, once the dwelling place of numerous and powerful tribes, were completely deserted, the French were virtually

blockaded in the three forts of Quebec, Trois Rivières and Mont Royal, and almost every autumn bands of hostile invaders swept away the limited harvests raised in the vicinity of these places. About this time also a curse was introduced among the domesticated Indians, more fatal even than the tomahawk or the scalping knife.

This was the deadly "fire water," with which the fur traders at Tadoussac began to supply the Indians, in spite of the earnest opposition of the governor. In a short time intoxication became so frequent that the chiefs petitioned the governor to imprison all drunkards.

In the year 1650, M. d'Ailleboust was succeeded as governor by M. de Lauson, one of the principal members of the company. The new governor found affairs in such a discouraging state from the hostile feeling of the Iroquois, that he judged it necessary to return to France to solicit reinforcements; and he returned in 1653 with a detachment of 100 men. During this season some of the Iroquois tribes began to show an inclination for peace, and the Onnontagués, or Onondagos sent an embassy to Quebec to request that the governor would send a colony of Frenchmen among them. After some consideration the proposition was acceded to, and fifty men were chosen for the establishment, and the Sieur Dupuys was appointed commander. Four missionaries were also appointed to found the first Iroquois church. A party of the Agniers or Mohawks, consisting of four hundred warriors, tried to intercept the party on their journey, but only succeeded in pillaging a few canoes that had fallen behind the rest. The same war party shortly after made an attack upon a party of Hurons, who were working on the Isle of Orleans under French protection, slew six, and carried the rest away prisoners. The governor appears to have made no effort to protect or rescue them from the hands of their enemies. After the settlement among the Onondagos had existed about two years, the French found their position so dangerous from the hostile feeling amongst the remainder of the Five Nations, that they judged it expedient to embark in the night and make their escape to Quebec.

On the 11th of July, 1658, the Viscompte d'Argenson landed at Quebec to supersede M. Lauson as governor of Canada. On the very morning after his arrival, the Iroquois made a sudden attack upon some Algonquins under the very guns of the fort, and dispatched them without mercy, and although a large party of soldiers was immediately sent in pursuit, the Indians managed to escape.

In the year 1659, François de Laval, Abbé de Montigny, arrived at Quebec to preside over the Catholic church, as the first Canadian bishop. The Abbé de Martiny was titular bishop of Petræa, and had received from the Pope a brief as vicar apostolic. The church of Quebec was

not erected into a bishop's see till 1670, when its bishop assumed the title of Bishop of Quebec. A report of Governor Murray's, in 1762, "on the ancient government and actual state of the Province of Quebec," says, "when the bishopric of Quebec was erected, Louis XIV. endowed it with the revenue of two abbacies, those of Benevent and L'Estrio. About thirty years ago, the then bishop, finding it difficult, considering the distance, to recover the revenues of them, by consent of Louis XV., resigned the same to the clergy of France, to be united to a particular revenue of theirs, styled the economats, applied to the augmentation of small livings; in consideration of which, the bishop of this see has ever since received yearly eight thousand livres out of the said revenues. A few years before the late bishop's death, the clergy of France granted him, for his life only, a further pension of two thousand livres; the bishop had no estate whatever, except his palace at Quebec, destroyed by our artillery, a garden and the ground-rent of two or three houses adjoining it and built on some part of the lands."

In 1662, M. de Monts was sent out to inquire into the condition of the country, and four hundred troops were added to the strength of the establishment. Unfortunately, at this period the Baron d'Avaugour, who had lately been appointed governor, gave permission to the traders to sell spirituous liquors, a measure which produced such injurious consequences that at length the bishop thought it necessary to go to France to lay before the king a statement of the evil, and to solicit such powers as he considered necessary to check its continuance.

In the following year, 1663, it was announced that a grand deputation was coming from all the tribes with the professed intention of forming a lasting reconciliation, and burying the hatchet so deep that it might never again be dug up; and they brought with them a hundred collars of wampum. Unhappily, a party of Algonquins, stung by accumulated wrongs, determined to violate even the sacred character of such a mission; and having formed an ambuscade, they surprised and killed the greater part of them. All prospects of peace were thus blasted, and war raged with greater fury than ever. The year 1663 is rendered memorable in the history of Canada by the occurrence of a tremendous earthquake, an account of which was written in the Jesuits' Journal in the same year. "On the fifth of February," says the report, "about half past five o'clock in the evening, a great rushing noise was heard throughout the whole extent of Canada. This noise caused the people to run out of their houses into the streets, as if their habitations had been on fire; but instead of flames or smoke, they were surprised to see the walls reeling backward and forward, and the stones moving as if they were detached from each other. The bells sounded by the

repeated shocks. The roofs of the buildings bent down, first on one side, and then on the other. The timbers, rafters and planks cracked. The earth trembled violently, and caused the stakes of the palisades and palings to dance in a manner that would have been incredible had we not actually seen it in many places. It was at this moment every one ran out of doors. Then were to be seen animals flying in every direction; children crying and screaming in the streets; men and women, seized with affright, stood horror struck with the dreadful scene before them, unable to move, and ignorant where to fly for refuge from the tottering walls and trembling earth, which threatened every instant to crush them to death, or sink them into a profound and immeasurable abyss. Some threw themselves on their knees in the snow, crossing their breasts, and calling on their saints to relieve them from the dangers with which they were surrounded. Others passed the rest of this dreadful night in prayer, for the earthquake ceased not, but continued at short intervals with a certain undulating impulse, resembling the waves of the ocean, and the same qualmish sensation, or sickness at the stomach, was felt during the shocks as is experienced in a vessel at sea.

"The violence of the earthquake was greatest in the forest, where it appeared as if there was a battle raging between the trees; for not only their branches were destroyed, but even their trunks are said to have been detached from their places, and dashed against each other with inconceivable violence and confusion,—so much so that the Indians' in their figurative manner of speaking, declared that all the forests were drunk. The war also seemed to be carried on between the mountains, some of which were torn from their beds and thrown upon others, leaving immense chasms in the places from whence they had issued, and the very trees with which they were covered sunk down, leaving only their tops above the surface of the ground; others were completely overturned, their branches buried in the earth, and the roots only remained above ground. During this general wreck of nature, the ice, upwards of six feet thick, was rent and thrown up in large pieces, and from the openings in many places their issued thick clouds of smoke, or fountains of dirt and sand, which spouted up to a very considerable height. The springs were either choked up, or impregnated with sulphur; many rivers were totally lost; others were diverted from their course, and their waters entirely corrupted. Some of them became yellow, others red, and the great river of the St. Lawrence appeared entirely white, as far down as Tadoussac. This extraordinary phenomenon must astonish those who know the size of the river, and the immense body of water in various parts, which must have required such an abundance

of matter to whiten it. They write from Montreal that during the earthquake they plainly saw the stakes of the picketing or palisades jump up as if they had been dancing, and that of two doors in the same room, one opened and the other shut of their own accord; that the chimneys and tops of the houses beat like branches of the trees agitated with the wind; that when they went to walk they felt the earth following them, and rising at every step they took, something sticking against the soles of their feet, and other things in a very forcible and surprising manner.

"From Three Rivers they write that the first shock was the most violent, and commenced with a noise resembling thunder. The houses were agitated in the same manner as the tops of trees during a tempest with a noise as if fire was crackling in the garrets. The shock lasted half an hour or rather better, though its greatest force was probably not more than a quarter of an hour, and we believe there was not a single shock that did not cause the earth to open more or less.

"As for the rest, we have remarked that, though this earthquake continued almost without intermission, yet it was not always of an equal violence. Sometimes it was like the pitching of a large vessel which dragged heavily at her anchors, and it was this motion that occasioned many to have a giddiness in their heads and a qualmishness in their stomachs. At other times the motion was hurried and irregular, creating sudden jerks, some of which were extremely violent; but the most common was a slight tremulous motion, which occurred frequently with little noise. Many of the French inhabitants and Indians, who were eye-witnesses to the scene, state that, a great way up the river of Trois Rivières, about eighteen miles below Quebec, the hills which bordered the river on either side, and which were of a prodigious height, were torn from their foundations, and plunged into the river, causing it to change its course, and spread itself over a large tract of land recently cleared; the broken earth mixed with the waters, and for several months changed the colour of the great St. Lawrence, into which that of Trois Rivières disembogues itself. In the course of this violent convulsion of nature, lakes appeared where none ever existed before; mountains were overthrown, swallowed up by the gaping, or precipitated into adjacent rivers, leaving in their places frightful chasms or level plains; falls and rapids were changed into gentle streams, and gentle streams into falls and rapids. Rivers in many parts of the country sought other beds, or totally disappeared. The earth and the mountains were entirely split and rent in innumerable places, creating chasms and precipices, whose depths have never yet been ascertained. Such devastation was also occasioned in the woods, that more than a thousand acres in our

neighbourhood were completely overturned; and where, but a short time before, nothing met the eye but one immense forest of trees, now were to be seen extensive cleared lands, apparently cut up by the plough.

"At Tadousac, (about 150 miles below Quebec on the north side) the effect of the earthquake was not less violent than in other places; and such a heavy shower of volcanic ashes fell in that neighbourhood, particularly in the river St. Lawrence, that the waters were as violently agitated as during a tempest. The Indians say that a vast volcano exists in Labrador. Near St. Pauls Bay, (about fifty miles below Quebec on the north side), a mountain, about a quarter of a league in circumference, situated on the shore of the St. Lawrence, was precipitated into the river, but, as if it had only made a plunge, it rose from the bottom, and became a small island, forming with the shore a convenient harbour, well sheltered from all winds. Lower down the river, toward Point Alouettes, an entire forest of considerable extent was loosened from the main bank, and slid into the river St Lawrence, where the trees took fresh root. There are three circumstances, however, which have rendered this extraordinary earthquake particularly remarkable; the first is its duration, it having continued from February to August, that is to say, more than six months almost without intermission! It is true the shocks were not always equally violent. In several places, as towards the mountains behind Quebec, the thundering noise and trembling motion continued successively for a considerable time. In others, as toward Tadousac, the shock continued generally for two or three days at a time with much violence.

"The second circumstance relates to the extent of this earthquake, which we believe, was universal throughout the whole of New France, for we learn that it was felt from L'Isle Percé and Gaspé, which are situated at the mouth of the St. Lawrence, to beyond Montreal; as also in New England, Acadia, and other places more remote. As far as it has come to our knowledge, this earthquake extended more than 600 miles in length, and about 300 in breadth. Hence 180,000 square miles of land were convulsed in the same day and at the same moment.

"The third circumstance, which appears the most remarkable of all, regards the extraordinary protection of Divine Providence, which has been extended to us and our habitations; for we have seen near us the large openings and chasms which the earthquake occasioned, and the prodigious extent of country which has been either totally lost or hideously convulsed, without our losing either man, woman, or child, or even having a hair of their head touched."

The Iroquois, having learned the value of fire-arms, managed to procure them from the Dutch traders at Manhattan, and thus acquired a

still greater superiority over the neighbouring tribes. They attacked the Ottawas, on account of the shelter afforded to their fugitive enemies, and on the same grounds commenced a war of extermination against the tribe of Eries, and after a long and desperate resistance so completely destroyed them, that beyond the name of the lake, we have no memorial of their existence. At this time it was calculated that the Five Nations held undisputed sway over a country five hundred miles in circumference. The French governors looked on and beheld the destruction of their allies, without even attempting resistance, but continued shut up in fortified posts, which the Indians had not sufficient military skill to besiege with success. In consequence of the complaints that were made to the king, the Baron D'Avaugour was recalled, and the associated company resigned their privileges into the hands of the crown. M. de Mésy was appointed governor, and the affairs of the colony were transferred to the West India Company. The governor had hitherto exercised without controul all the functions of the government, both civil and military; but a council was now appointed, consisting of the Governor, a King's Commissioner, a Vicar Apostolic, and four other gentlemen, to whom were confided the power of regulating commerce, of superintending the expenditure of public monies, and the establishment of inferior courts at Three Rivers and Montreal. Courts of law were now for the first time instituted in the colony, and for its protection four hundred troops were immediately sent thither.

M. de Mésy appears to have quickly made himself unpopular with the colonists by his hauteur and despotic conduct; he quarrelled with the Jesuits, and after sending back two members of the council to France, he was himself recalled. The Marquis de Tracy was then appointed viceroy over the Canadian colony, and the Seigneur de Courcelles was appointed governor, and M. Talon, intendant. M. de Tracy took out with him the regiment of Carignan-Salières, which had just been disbanded, after returning from Hungary, where they had been employed in fighting against the Turks. A considerable number of other settlers, with artisans, also joined the colony this year, (1665) who took with them cattle, sheep and horses, being the first yet sent to Canada.

By the terms and conditions on which the new charter was granted to the West India Company, they were bound to carry out a sufficient number of priests, and to build churches and houses for their accomodation, and for the performance of their holy functions. The stock or shares were made transferable, and the revenue or profits of them alone could be attached for debts owing by the holders, even to the king himself. The company was to enjoy a monopoly of the territories and the trade of the colony for forty years, and was not only to enjoy the exclusive navigation,

but His Majesty conferred a bounty of thirty livres on every ton of goods exported to France. The company was to have a right to all mines and minerals, the power of levying and recruiting soldiers within the kingdom, manufacturing arms and ammunition for the defence of their possessions, building forts, and even declaring and carrying on war by sea and land against the native Indians, or neighbouring foreign colonies, in case of insult. The administration of justice was to be according to the laws and ordinances of the kingdom and the custom of Paris, and no other custom was to be introduced into the colony. A coat of arms was granted to the colony, but it was ordered that when those arms should be affixed to warlike instruments and equipments, they should be surmounted by the royal arms of France; and to encourage emigration, as well as to gratify the present inhabitants, all colonists and converts professing the Romish faith, were declared capable of enjoying the same rights in France and in the colonies, as if they had been born and resided within the kingdom. The king also agreed to advance one tenth of the whole stock, without interest, for four years, subject to a proportion of all losses which might be incurred by the company during that period.

In the following year the Council of State granted to the Canadians the trade in furs, with the exception of the trade of Tadousac, on condition of paying a subsidy of one fourth of all beaver skins, and one tenth of all buffalo skins.

The Iroquois in the mean time, or rather separate tribes of the Five Nations, tired of war and its consequences, had made overtures of peace, which were willingly listened to by the governor, but the negotiations led to no good result, and the French commander in order to check their irruptions, erected three forts at the mouth of the river Richelieu, (since called Sorel). These however were of little avail, as the Indians soon found other roads by which to reach the settlements. It was determined therefore to carry the war into the enemy's country. Two war parties were sent out in the depth of winter under the command of Courcelles and Sorel, but they returned without effecting any thing of consequence. M. de Tracy, the viceroy, then determined, although seventy years of age, to take the field in person, with a large force, with the view of utterly exterminating the hostile Indians. He set out on the 14th of September, 1666, with a large party, consisting of regular soldiers, militia and friendly Indians; it was difficult however to convey a sufficiency of provisions through an uncleared country, and the army was in danger of starving, when they fortunately fell in with a large forest of chestnut trees, on the fruit of which they subsisted till they reached the Indian settlements. The natives however were aware of the advance of their enemies, and abandoning their villages on their approach, left

them to march through a deserted country. M. de Tracy, after marching seven hundred miles through the country, according to computation, had to return without effecting any object but taking prisoners a few old men, women and children, and burning the villages. He found however, in the Indian settlements, large quantities of corn, stowed away for winter store, of which he took possession for the use of his troops. In the following spring he returned to France, leaving M. de Courcelles behind to administer the affairs of the government. He appears to have been tolerably successful in dealing with the Indians, and even succeeded in preventing his own allies in engaging in a war with the Iroquois. He induced a large body of the Hurons to settle at Michillimakinac, and fixed upon Cataraqui on Lake Ontario, (near the present site of Kingston) as an eligible site for the erection of a fort, for the double purpose of protecting the fur trade, and checking the incursions of the hostile tribes. M. de Courcelles visited the spot in person, travelling in boats by the way of the St. Lawrence, and in this, at that time, difficult journey his health suffered so much that on his return to Montreal he solicited his recall to France.

About this time that dreadful scourge, which has always been awfully destructive to the race of red men, made its appearance in Canada. The small pox first attacked the tribe of Atlikamegues who were completely exterminated, and many other tribes were near sharing the same fate; Tadousac and Trois Rivières were deserted by the Indians, and at length the settlement at Sillery caught the contagion, and fifteen hundred of those who had survived the tomahawk and scalping knife of the fierce Iroquois were swept into eternity. The Hurons suffered least from the fatal malady, and in 1670, Father Chaumonat collected the remnant of the tribe residing in the neighbourhood of Quebec, and established them in the village of Lorette, where their descendants may be found at the present day.

M. de Courcelles was succeeded in the year 1672 by the Count de Frontenac, who immediately caused the fort at Cataraqui to be erected, and from him it has often been called Fort Frontenac. The count is described as being able, active, enterprising, and ambitious, but proud and overbearing, and could not readily brook the checks by which the court sought to limit his jurisdiction. It was enjoined that all affairs of importance in the colony should be decided in a council composed of himself, the bishop, and the intendant, each with an equal vote. The bishop was supported by the clergy, whose influence was exerted in opposing the sale of spirits to the Indians, which the viceroy supported as being profitable, and as he supposed, a means of attaching them to the French interest. The count had also violent dissentions with M.

Chesnau, the intendant, and as it was found impossible for them to act in concert, the French government recalled them both ; at the same time deciding in favour of the clergy and prohibiting the sale of the fatal fire-water.

In 1673, from rumours heard among the Indians in the west, the settlers had reason to believe that there was a large river flowing into the Atlantic to the south-west of the colony; this river the natives called Mechasèpé, and a priest named Marquette, and a merchant of Quebec, named Jolyet were appointed to the task of exploring the country, and endeavouring to ascertain the truth of the story. The party that started on this hazardous expedition consisted of only six men, besides the leaders, who travelled in two bark canoes, and after a lengthened journey their efforts were crowned with success, and they found themselves on the bosom of the mighty Mississippi. On their return, the voyagers separated at Chicago, an Indian village on Lake Michigan. Marquette remained with the Miami Indians, (two of whom had acted as guides on their journey as far as the Wisconsin river), and Jolyet made the best of his way to Quebec to report their success.

At the time of his return, there happened to be at Quebec a young Frenchman of family and fortune, the Sieur de la Salle, who had emigrated to America with the hope of gaining both fame and wealth in the new world, and was impressed with the idea of the practicability of effecting a passage to China and Japan through the unexplored regions to the west of Canada. He imagined that the Missouri must lead to the northern ocean, and having gained the sanction of the governor, determined to explore its course. Having returned to France to seek support in his enterprise, he was enabled, through the assistance of the Prince of Conti, to prepare an expedition. He was joined in the undertaking by the Chevalier de Tonti, an officer who had lost an arm in the Sicilian wars, and on the 14th of July, 1678, sailed from France with thirty men, and in two months reached Quebec. Taking Father Hennepin with them, they hastened on to the great lakes. Their subsequent proceedings are best told by Father Hennepin himself; and as a record of the first voyage of the first vessel built on the lakes of Canada, his narrative is highly interesting. "It now became necessary for La Salle, in furtherance of his object, to construct a vessel above the falls of Niagara sufficiently large to transport the men and goods necessary to carry on a profitable trade with the savages residing on the western lakes. On the 22nd of January, 1679, they went six miles above the falls to the mouth of a small creek, and there built a dock convenient for the construction of their vessel.

"On the 26th of January, the keel and other pieces being ready, La

Salle requested Father Hennepin to drive the first bolt, but the modesty of the father's profession prevented.

"During the rigorous winter La Salle determined to return to Fort Frontenac, and leaving the dock in charge of an Italian named Chevalier Tuti, he started, accompanied by Father Hennepin, as far as Lake Ontario; from thence he traversed the dreary forests to Frontenac on foot, with only two companions and a dog, which drew his baggage on a sleigh, subsisting on nothing but parched corn, and even that failed him two days journey from the fort. In the meantime, the building of the vessel went on under the suspicious eyes of the neighbouring savages, although the most part of them had gone to war beyond Lake Erie. One of them, feigning intoxication, attempted the life of the blacksmith, who defended himself successfully with a red hot bar of iron. The timely warning of a friendly squaw averted the burning of their vessel on the stocks, which was designed by the savages. The workmen were almost disheartened by frequent alarms, and would have abandoned the work had they not been cheered by the good father, who represented the great advantage their perseverance would afford, and how much their success would redound to the glory of God. These and other inducements accelerated the work, and the vessel was soon ready to be launched, though not entirely finished. Chanting Te Deum, and firing three guns, they committed her to the river amid cries of joy, and swung their hammocks in security from the wild beasts and still more dreaded Indians.

"When the Senecas returned from their expedition they were greatly astonished at the floating fort, which struck terror among all the savages who lived on the great lakes and river within 1500 miles. Hennepin ascended the river in a bark canoe with one of his companions as far as Lake Erie. They twice pulled the canoe up the rapids, and sounded the lake for the purpose of ascertaining the depth. He reported that with a favourable north or north-west wind, the vessel could ascend to the lake, and then sail without difficulty over its whole extent. Soon after the vessel was launched in the current of Niagara, about four and a-half miles from the lake. Hennepin left it for Fort Frontenac, and returning with La Salle and two other fathers, Gabriel and Zenobe Mambre, anchored in the Niagara on the 30th of July, 1679. On the 4th of August they reached the dock where the ship was built, distant eighteen miles from Lake Ontario, and proceeded from thence in a bark canoe to their vessel, which they found at anchor three miles from the beautiful Lake Erie.

"The vessel was of sixty tons burden, completely rigged, and found with all the necessaries, arms, provisions and merchandise; it had seven

small pieces of cannon on board, two of which were of brass. There was a griffin flying at the jib-boom, and an eagle above. There were also all the ordinary ornaments and other fixtures which usually grace a ship of war.

"They endeavoured many times to ascend the current of the Niagara into Lake Erie without success, the wind not being strong enough. While they were thus detained La Salle employed a few of his men in clearing some land on the Canadian shore opposite the vessel, and in sowing some vegetable seeds for the benefit of those who might inhabit the place.

"At length, the wind being favourable, they lightened the vessel by sending most of the crew ashore, and with the aid of their sails and ten or a dozen men at the tow lines, ascended the current into Lake Erie. Thus, on the 7th of August, 1679, the first vessel set sail on the untried waters of Lake Erie. They steered southward after having chanted Te Deum, and discharged their artillery in the presence of a vast number of Seneca warriors. It had been reported to our voyagers that Lake Erie was full of breakers and sandbanks, which rendered a safe navigation impossible, they therefore kept the lead going, sounding from time to time.

"After sailing without difficulty through Lake Erie, they arrived on the 11th of August at the mouth of the Detroit river, sailing up which they arrived at Lake St. Clair, to which they gave the name it bears. After being detained several days by contrary winds at the bottom of the St. Clair river, they at length succeeded in entering Lake Huron on the 23rd of August, chanting Te Deum through gratitude for a safe navigation thus far. Passing along the eastern shore of the lake, they sailed with a fresh and favourable wind until evening, when the wind suddenly veered, driving them across Saginaw Bay. The storm raged until the 24th, and was succeeded by a calm, which continued until next day noon, when they pursued their course until midnight. As they doubled a point which advanced into the lake, they were suddenly struck by a furious wind, which forced them to run behind the cape for safety. On the 26th the violence of the storm compelled them to send down their top masts and yards and to stand in, for they could find neither anchorage nor shelter.

"It was then the stout heart of La Salle failed him; the whole crew fell upon their knees to say their prayers and prepare for death, except the pilot, whom they could not compel to follow their example, and who, on the contrary, did nothing all that time but curse and swear against La Salle, who had brought him thither to make him perish in a nasty lake, and lose the glory he had acquired by his long and happy naviga-

tion on the ocean. On the 27th, favoured with less adverse winds, they arrived during the night at Michillimakinac, and anchored in the bay, where they report six fathoms of water and a clay bottom. The savages were struck dumb with astonishment at the size of their vessel, and the noise of their guns.

"Here they regaled themselves on the delicious trout, which they described as being from fifty pounds to sixty pounds in weight, and as affording the savages their principal subsistance. On the second of September they left Mackinack, entered Lake Michigan, and sailed forty leagues to an island at the mouth of the Bay of Puara (Green Bay.) From this place La Salle determined to send back the ship laden with furs to Niagara. The pilot and five men embarked in her, and on the 10th she fired a gun and set sail on her return with a favorable wind. Nothing more was heard from her, and she undoubtedly foundered in Lake Huron, with all on board. Her cargo was rich, and valued at 60,000 livres."

La Salle prosecuted his journey with zeal and energy, and after encountering many difficulties and no little danger, both from the Indians and from discontented members of his own party he at length succeeded in reaching the mouth of the Mississippi. In returning to Quebec, his homeward journey was if possible, more difficult and more beset with dangers than his outward one, but at length, after an absence of more than two years, they once more came in sight of the station at Quebec. Soon after his arrival La Salle set off for France, where he was received with honour, and granted a commission as governor over the whole extent of country lying between the lakes and the Gulf of Mexico; and an expedition was equipped consisting of four ships and a number of men for the purpose of forming a settlement at the mouth of the Mississippi, and thus establish a line of communication between that settlement and those already existing in Canada. The vessels left Rochelle on the 24th of July 1684, and having touched at St Domingo and Cuba on their passage, arrived in due time on the coast of Florida. La Salle unfortunately was not aware of the longitude of the mouth of the river of which he was in search, and proceeded about 200 miles beyond the mouth of the Mississippi before he became aware of his mistake. He then attempted to form a settlement on the coast with the intention of afterwards making a search for the lost river; his followers however became riotous and disorderly, and at length seizing their opportunity they murdered both La Salle and a nephew who accompanied him.

At this time the whole population of the French settlements in Canada, including converted Indians, amounted to little more than eight thousand souls.

In the year 1682, the count de Frontenac was succeeded as viceroy by M. de la Barre. The new commander found the colony in a situation which required the direction of a strong and able government. The English settled on the Hudson, considered the Iroquois country included within their own territory, and used every means to court the alliance and good feeling of the Indians, and to draw their trade from the French settlements.—In this they succeeded to a considerable extent, as from the circumstance of the French trade being fettered by the rules and regulations of the company, the English were able to deal with them on more advantageous terms. The Iroquois therefore, found it to their interest not merely to carry their own furs to the English traders, but even to buy up those of the Indians in alliance with France. Great complaints were made by the French, but the Indians assured of British support, treated them with indifference, and they soon perceived that the eager competition and the jealousy existing between the two powers, gave them the means of strengthening their own position. The military strength of the French colony too was considerably reduced, the troops that had emigrated with De Tracy, having had lands assigned to them, had become proprietors and cultivators of the soil, and although they held their properties on condition of military service, they could not be summoned to the field without interrupting the progress of agriculture, and endangering the subsistence of the colony.

M. de la Barre having obtained the advice of the leading men of the country, determined upon war with the Mohawks and the Senecas, those tribes of the Five Nations which had always shown the greatest hostility to the settlement of their invaders. Having procured a reinforcement of 200 soldiers from France he advanced up the river from Quebec. He was met at Montreal by deputies from the tribes, who made professions of friendship, the sincerity of which was distrusted by the commander. He endeavoured however to divide the strength of the party by sending proposals of peace to three of the tribes, and directing all his strength against the Senecas; but in proceeding up the country he received notice that deputies from the other tribes were coming to mediate a peace between him and their allies, and in case of refusal they were determined to unite with them in support of the common cause; and moreover that they had received promises of support from New York. The difficulties of the commander were not diminished by sickness which had broken out amongst his troops, caused by the bad quality of the provisions, and the Indian deputies were not slow to perceive and to take advantage of the circumstance. When therefore the commander attempted to assume a lofty tone, complained of the conduct of the Indians, and threatened that unless reparation was made for the injuries already

perpetrated, with a promise to abstain from them in future, a devastating war would be the immediate consequence, the deputies very coolly replied, that the governor appeared to speak like one in a dream; that if he would open his eyes, he would see himself wholly incapable of executing these formidable threats. They defended their right to make war upon any Indian nations by whom they considered themselves aggrieved. That as to the English, they had allowed them to pass through their lands, on the same principle as they had given permission to his people, and would continue to do so. They were afraid lest the great number of warriors then present, should trample down the tree of peace. They were still willing to dance the calumet, under the shadow of its branches, and to leave the hatchet buried unless the country granted to them by the great spirit should be invaded. They guaranteed reparation for any actual plunder inflicted on French traders, but added that no more could be conceded, and that the army must be instantly withdrawn. To these conditions, mortifying as they were, M. de la Barre, feeling his utter inability to maintain a successful struggle against such a host of foes, was compelled to accede, and immediately commenced a retreat, On arriving at Quebec, he found a fresh detachment of soldiers had just landed from France, under the command of two captains of marines, Monterlier and Desnos, who were commanded to proceed to the most important posts, and to capture as many of the Iroquois as possible, whom the king wished sent to France to man his gallies. On learning however, the unsuccessful issue of the expedition against the Indians, the French government was much dissatisfied, and immediately recalled De la Barre, who was succeeded in 1685 by the Marquis de Dénonville.

The new governor commenced his administration by a measure not likely to conciliate his enemies the Indians, or to increase the prosperity or the peace of the colony. Having persuaded a number of chiefs to meet him on the banks of Lake Ontario, he suddenly put them in irons, and sent them off to France to man the gallies, in accordance with the wish of the French king, and had even employed two missionaries to assist in his act of treachery. The Marquis urged upon the king the necessity of erecting a fort at Niagara to interrupt the communications between the British and the Iroquois, and the north-west company at Quebec offered to pay an annual rent of 30,000 livres to the crown for the privilege of a monopoly of the trade at the proposed station. In the spring of 1686 the marquis received a letter from the governor of New York, demanding explanations of the military preparations making against the Iroquois, whom he stated to be subjects of England, and also remonstrating against the erection of a fort at Niagara by the French, all that country being considered by the British a dependency of New

York. To these remonstrances the French commander paid little attention, but continued his preparations for a war of extermination, and at length started on an expedition into the country of the Senecas. On approaching the first village they were suddenly attacked by about eight hundred warriors, and were soon thrown into confusion; by the assistace however, of their Indian allies the Iroquois were repulsed, and did not again make their appearance, and after advancing for ten days through the country, destroying the corn fields and burning the villages, but without meeting a single enemy, the French judged it advisable to retreat.

But though the Iroquois had been defeated they were not subdued, and following their enemies on their homeward march, destroyed the newly erected fort at Niagara and afterwards blockaded that at Cataraqui, and after making themselves masters of the whole upper country of the St. Lawrence, sent deputies to Montreal with proposals of peace, leaving, at two days march behind, a band of twelve hundred warriors. They insisted upon the restoration of the chiefs who had been sent to France, and all other captives; giving the commander only four days to agree to the terms. Dénonville had no choice but to submit. The treaty was interrupted by an act of treachery on the part of the Hurons; they had entered into the war on the understanding that it was not to terminate till their enemies the Iroquois were completely subdued, fearing lest their allies the French should leave them at the mercy of the Iroquois, they determined to interrupt the treaty. They therefore attacked a party of the deputies, and telling some who were taken prisoners that they had committed the act at the instigation of the governor, allowed them to depart. The consequences were such as the Hurons anticipated. A large party of the Five Nations made a sudden descent on the island of Montreal, and carried off two hundred prisoners, without any resistance. The fort at Cataraqui was blown up and abandoned.

At this time the affairs of the colony were in a very hazardous condition, and the Count de Frontenac was chosen to succeed De la Barre as governer. He took out with him the captured chiefs, and landed at Montreal on the 27th of October, 1689. On his arrival he endeavoured to open a negotiation with the Iroquois, and by the advice af Oureouharé (one of the chiefs he brought with him from France) he sent a deputy, with four of the prisoners to announce to the tribes his return to Canada, and his wish to conclude a treaty of peace. The Iroquois after some deliberation, sent back the deputies with six belts, expressing their determination. Affecting to consider Onunthio (the governor) as always the same, they complained that his rods of correction had been too sharp and cutting. The roots of the tree of peace which he had planted at

Fort Frontenac had been withered by blood; the ground had been polluted with treachery and falsehood. They demanded redress for these injuries, and that Oureouharé, with his captive companions should be sent back, previous to the liberation of the French prisoners. Onon-thio would then be at liberty to plant again the tree of peace, but not on the some spot.

At this time the Ottawas and other tribes, being desirous of having the English market to carry their furs to, were anxious to conclude a peace with the Iroquois, particularly as they felt that the alliance of the French was an injury rather than a benefit to them; they having to protect the French, instead of the French protecting them. It was not however the policy of the governor to allow of this union, as the Iroquois could depend upon the support of both the English and Dutch, and the whole or greater portion of the valuable trade in furs would be trans-ferred from the Canadian to the New England settlements. The English and French nations were now at war, and the Count determined to strike the first blow in order to endeavour to retrieve the reputation of his country in America. An expedition was sent out therefore in 1690, against Schenectady, the frontier town of New York. The party com-posed of French and Indians, succeeded in surprising the place. The fort and every house was pillaged and burnt, and all the horrors of war were let loose on the inhabitants; sixty-three men, women and children were massacred in cold blood, and two old Indians who were taken prisoners were cut into pieces to make soup for the Indians who accompanied the French. The Iroquois, after this affair sent messengers to the survivors, promising to revenge the injury. Shortly afterwards a second expedition was dispatched to attack the English village of Sementels, which they succeeded in destroying, but were themselves waylaid on their retreat and had considerable difficulty in escaping.

The next measure adopted by the Count was to send a detachment to strengthen the post at Michillimakinac, who were also bearers of presents to the chiefs in that neighbourhood; this party was attacked on their journey by a band of the Five Nations, whom they succeeded in defeat-ing.

Now, however, the French settlements in Canada began to be threat-ened by other enemies than the Indians. Two expeditions were prepared by the English, one by sea from Boston against Quebec, the other by land from New York, directed against Montreal. The first was com-manded by Sir William Phipps, who sailed with a fleet of thirty-four vessels and a large body of troops, who captured all the posts on the coasts of Acadia and Newfoundland, with several on the St. Lawrence, and was within a few days sail of Quebec before any news of his

advance arrived there. On the morning of the 6th of October, 1690, the fleet made its appearance and summoned the town to surrender, which was refused. The English commander remained in the river till the twenty-second, when having effected nothing he re-embarked his soldiers and departed leaving behind his cannon and ammunition. The expedition against Montreal did not take place at the appointed time. In the following year however, a large party of Iroquois made an irruption into the country about Montreal; they were opposed by an officer named De Callières, who in addition to the French troops had assembled about 800 Indian allies, and although the invaders in the commencement of the campaign managed to surprise several posts, and to carry off a considerable number of prisoners, they were eventually obliged to retreat. During these wars the French appear to have acted with the greatest barbarity towards their prisoners, fully equalling in that respect the conduct of the Indians themselves, and we are even told that the sum of 40 livres was paid for every human scalp delivered into the war department.

In the beginning of the year, 1694, the Five Nations began to show an inclination for peace, and negotiations were commenced for that purpose; they however advanced but very slowly in consequence of the Indians being divided into two parties, one of which declared for peace, the other for war. At length a chief and eight deputies arrived, made great professions of friendship, and even went so far as to request the re-establishment of the fort at Cataraqui. An interchange of prisoners took place, and there the matter rested for some time, no further advance being made towards the settlement of the difficulties. An expedition was sent to build the fort at Cataraqui, which was effected without opposition. The allied Indians made great complaints of the disadvantageous terms under which they were forced to trade with the French, compared to those obtained from the British by the Five Nations, and threatened to desert the French, and, joining the Iroquois, place themselves under the protection of the British. The Count therefore determined to adopt such proceedings as should impress his enemies with a sufficient idea of his power and at the same time rivet the chains of his allies. It being considered impossible however to conduct a march through those wild regions during the winter, the expedition was deferred till the following June, when all the forces that could be collected, regulars, militia and Indians, were marched to Cataraqui and from thence into the country of the Onondagos. On entering a lake, they discovered, suspended to a tree, two bundles of rushes, from which they learned that 1434 warriors were waiting to receive them. A fort was therefore constructed to serve as a place of retreat, and the troops then cautiously began their

march. "De Callières commanded the left wing; De Vaudreuil the right; while the Count, then seventy-six years of age, was carried in the centre in an elbow chair."—The Indians however did not appear, and on reaching their principal fortress it was found reduced to ashes, and the invaders now perceived that it was the intention of the Iroquois to adopt their usual policy, allowing them to penetrate unmolested into the heart of the country, and then to harass their retreat. After overrunning the country of the Onondagos and the Oneidas, burning cabins and destroying grain, without effecting any other object, the French and their allies returned to Montreal.

In the mean time the governor became involved in a controversy with the government at home, which began to form the opinion that the advanced posts maintained in the colony were of little real advantage, while they were the chief cause of the wars in which it became involved. It was therefore proposed that these stations should be abolished, and that the Indians should be allowed to bring their own furs to Montreal. This however was opposed by the governor and his council, who, being afraid probably of losing their own power and patronage, represented that such a measure would have the effect of throwing the Indian allies into the hands of the Five Nations and the British, and of sacrificing the fur trade. The latter at the time was a strict monopoly, and was carried on under licenses granted to old officers and favorites, which were sold to the inland traders. "The amount of trade allowed to each license was merchandize to the amount of one thousand crowns, to carry which, and to convey the returns, the purchaser of the license was bound to employ two canoes, with crews of six men in each. The seller of the license had also the right of furnishing merchandize suitable for this trade, to the amount before mentioned, at an advance of fifteen per cent. upon the market price, making, with the annual price of the license, namely six hundred crowns, a handsome income in those times of comparative economy. A successful adventure under such a license, generally gave to the merchant a profit of 400 per cent. on the merchandize, and 600 crowns to each of the canoemen. The canoemen were not only entitled to provisions and clothing, but interested in the result of the adventure, by having a legal right to divide the surplus of the returns, after the cost of license, merchandize, and 400 per cent. profit to the merchant, had been reimbursed." At this time the average price of beaver skins at Montreal in money, was 2 livres, 13 sous, or about 2s. 3d. sterling per pound. It will thus be seen that the Indians were cheated to a considerable extent, and they themselves becoming aware of the fact through their intercourse with the British, made

incessant complaints; and this probably was one great cause of their want of faith in the French.

In 1697, the Sieur de Révérin, formed a company and established a fishery at the harbour of Mount Louis, about half way between Quebec and the extremity of the gulf of St. Lawrence on the southern side. At the commencement of the settlement they were much disturbed by the English, but their exertions in both fishing and agriculture were tolerably successful.

On the 29th of November, in the following year the Count de Frontenac died, in the seventy-eighth year of his age, and the Chevalier de Callières, governor of Montreal was appointed his successor. He endeavoured to unite all the Indian tribes within reach of the Canadian settlements, into one bond of alliance, but the conduct of the Canadian merchants frustrated his endeavours. The Chevalier died suddenly, in 1703, and on the petition of the people of Canada, the Marquis de Vaudreuil was appointed his successor.

The peace which was concluded between France and England in 1697, was terminated in 1702, when war broke out afresh, and its effects were soon felt in the respective colonies. In the spring of 1708, a council was held in Montreal to adopt measures to check the intrigues of the English among the Indian allies. The chiefs of the Indians were present on the occasion, and it was resolved that a blow should be struck against the British colonies. The English now called upon their allies of the Five Nations to renew hostilities against their old enemies; but these tribes were unwilling to interrupt their repose. They declared that, "when they concluded a treaty, they did so with the intention of keeping it; while the Europeans seemed to enter into such engagements solely with the view of immediately breaking them. One chief with the rude freedom of his nation, intimated his suspicion that the nations were both drunk."

An expedition was undertaken by the French against the English village of Haverhill, which they succeeded in storming and destroying, they were attacked in turn on their retreat, and before they could make their escape lost thirty men.

The French colonists in Canada now amounted to about 15,000.

In the following year it became known that a person named Vetch, who had long resided at Quebec, and become intimately acquainted with the navigation of the St. Lawrence, had prevailed upon Queen Anne to attempt the conquest of the French dominions in Canada. His project being approved, he was sent to Manhattan (since called New York) to mature his plans. De Vaudreuil received intelligence that a fleet of

twenty ships was being prepared for the expedition, and that a large force of regular troops was to sail under its protection, while two thousand English and as many Indians were to march upon Montreal by way of Lake Champlain. He was desirous of carrying the war into the enemy's country but his allies objected, and he was obliged to content himself with acting on the defensive. The British, in the mean time, after forming a chain of posts from New York, had occupied with considerable detachments, Lakes George and Champlain, and were erecting forts, with a view to cover their descent upon Canada. The Iroquois had joined them according to promise; but in a grand council of the tribes which was held at Onondago, one of the chief orators remarked, that their independence was only maintained by the mutual jealousy of the two European nations, each of whom, if they could, would domineer over them, and that it would therefore be highly imprudent to permit the English to conquer Canada. These views of the subject were generally adopted by the rest of the council; and the English, losing their assistance and being weakened by a pestilential disorder which broke out among their own people, burnt the forts they had just erected and abandoned the enterprise.

In the following year, another expedition was undertaken by the British against Canada; this adventure, however, like the previous ones, terminated unsuccessfully, chiefly through mismanagement. Fresh preparations were making for the same purpose when the colonists were gratified with the intelligence that arrangements were in progress for concluding a peace between France and England, and instructions were sent to the governors of each colony to suspend hostilities. During this year (1712), the merchants of Quebec raised a subscription, and presented the governor with 50,000 crowns for the purpose of strengthening the fortifications of the town.

At this time a new enemy entered the field; the Outagamis or Fox Indians, entered into a compact with the Iroquois and engaged to burn the French fort at Detroit, and destroy its inhabitants. This station was established in 1701, at which time M. de la Motte Cadillac, with one hundred men, and a Jesuit, carrying with them everything necessary for the commencement and support of the establishment meditated, reached this place. "Detroit had long been considered as the limit of civilization towards the north-west. The station was attacked by a large party of warriors, but the commander, who had merely a garrison of twenty men, having obtained the assistance of some Indian allies, after a series of desperate engagements, succeeded in defeating them. In this attack the Indians lost above a thousand men. Notwithstanding their repulse at Detroit, the Outagamies continued the war whenever

they had the opportunity of doing so without much risk to themselves, and made fierce attacks upon all the tribes in alliance with the French. Their watchful activity rendered the routes between the frontier posts of Canada, and the more distant ones on the Mississippi dangerous and almost impassable.

By the treaty of Utrecht, signed on the 30th of March, 1713, peace was restored between France and England. France retained Canada, but gave up Acadia and Newfoundland. She also resigned all claims to the sovereignty of the Five Nations. In this year the population of the colony amounted to 25,000, 5,000 of whom were capable of serving in the militia.

From this time Canada enjoyed a state of peace and quiet for some years. Charlevoix, who visited the colony during the years 1720 and 1721, says, "Quebec was estimated to contain about 7000 inhabitants; both the lower and upper towns were partially built. The society, composed in a great measure of military officers and noblesse, was extremely agreeable; and no where was the French language spoken in greater purity. Under this gay exterior however, was concealed a very general poverty. The settlers, while they admitted that their English neighbours knew better how to accumulate wealth, were consoled by reflecting that they were quite ignorant how to enjoy it. They themselves, on the contrary, understood thoroughly the most elegant and agreeable modes of spending money, but were greatly at a loss where to obtain it. The only employment suited to their taste was the fur trade, the roving and adventurous habits of which were extremely attractive to them; and little fortunes were thereby occasionally made; but they were in such haste to expend these in pleasure and display, that they resembled hillocks of sand in the deserts of Africa, which rise and disappear almost at the same moment. Many, who had made a handsome figure, were now languishing in distress. They began by retrenching the luxury of the table, and as long as possible, were richly dressed. The patient and laborious process of agriculture had drawn little attention, and the timber trade was yet in its infancy. The absence of gold and silver, almost the only objects then considered as giving lustre to a colony, had always caused New France to be viewed as of very secondary importance.

"The coasts of the St. Lawrence, for some extent below Quebec, were already laid out in seigniories, and tolerably cultivated. At Pointe au Trembles, seven leagues from the capital, many of the farmers were found in easy circumstances, and richer than their landlords; the latter, having obtained grants, which they had neither capital nor industry to improve, were obliged to let them at very small *quit-rents*. On reach-

ing the mouth of the Bécancour, he found a Baron, bearing the title of that river, and holding the office of inspector of the highways. He lived almost in a desert, and derived his income chiefly from traffic with the neighbouring Indians. From thence Charlevoix crossed to Trois Rivières, which he found an agreeable place, amid a circuit of well cultivated fields, but not containing more than 800 inhabitants. The fur trade, with a view to which it was founded, had already been in a great measure transferred to Montreal.

"From Trois Rivières he proceeded through the lake St. Peter, and coasting along its southern shore, made particular observations on the river and district of St. Francis. From its excellent soil, covered with timber, it appeared to him well fitted for cultivation, but the farmers were few, and had made such small progress, that, but for the opportunities of trade they would have been extremely poor. A more cheerful scene presented itself at the island and city of Montreal. The place was then enjoying a respite from the alarms and calamities of war; and the two neighbouring villages of Sault St. Louis and Montgomery, inhabited by friendly Indians, served as barriers against their more savage countrymen.

"Above Montreal, he found nothing but detached stations for defence and trade. He made his way through the rapids to Lake Ontario, in Indian canoes formed of birch bark. We find no mention of anything French till he arrived at Fort Cataraqui or Frontenac, at the entrance of the lake; but in his short description there is no appearance as if the neighbourhood contained either cultivation or settlement. He had then a tedious voyage to perform along the southern shore in slender canoes; at length he entered the river of Niagara, and came to a cottage which had been dignified to him with the name of fortress, and was occupied by the Sieur de Joncaire. There were two or three officers of rank, but apparently no trace of cultivation.

"After having surveyed the falls, he ascended the channel of the Niagara, and having entered upon Lake Erie, proceeded along its northern shore. The voyage appeared to him delightful, in a charming climate, on waters clear as the purest fountain, and landing every night on the most desirable spots. He found always abundance of game, and a beautiful landscape bounded by the noblest forests in the world. Five days sail along these beautiful shores, brought him to the channel of Detroit, at the other end of which, near Lake St. Clair, he found the fort bearing that name. He inclined to the opinion of those who regarded this as the most beautiful and fruitful part of all Canada. A French settlement had been begun there fifteen years before, but various untoward circumstances had reduced it almost to nothing. He proceeded

thence to Michillimakinac, near the adjoining extremities of lakes Huron, Superior and Michigan. Like the others it was a mere fort surrounded by an Indian village. On the whole it appears that above Montreal, there was nothing at this time which could be called a colony."

During the period of wars between the French and the Indians, the fort at Michillimakinac was taken by a party of Ottawas by a stratagem peculiarly Indian. The fort was then upon the main land, near the southern point of the peninsula. The French and the Indians were at this time enjoying a temporary peace, and the former were consequently thrown off their guard; "when the Ottawas prepared for a great game at ball, to which the officers of the garrison were invited. While engaged in play, one of the parties gradually inclined towards the fort, and the other pressed after them. The ball was once or twice thrown over the pickets, and the Indians were suffered to enter and procure it. Nearly all the garrison were present as spectators, and those on duty were alike unprepared as unsuspicious. Suddenly the ball was again thrown into the fort, and all the Indians rushed after it. The rest of the tale is soon told; the troops were butchered, and the fort destroyed."

M. de Vaudreuil died on the 10th of April, 1725, after a lengthened rule of twenty-one years. Heriot, in writing on Canada, says, "when the French began their settlements in Canada, property was granted in extensive lots, called *seigneuries*, stretching along either coast of the St. Lawrence for a distance of ninety miles below Quebec, and thirty miles above Montreal, comprehending a space of 300 miles in length.

"The *seigneuries* each contain 100 to 500 square miles, and are parcelled out into small tracts on a freehold lease to the inhabitants, as the persons to whom they were granted had not the means of cultivating them. These consisted of officers of the army, of gentlemen, and of communities, who were not in a state to employ labourers and workmen.

The portion to each inhabitant was of three acres in breadth, and from seventy to eighty in depth, commencing on the banks of the river, and running back into the woods, thus forming an entire and regular lot of land.

"To the proprietors of *seigneuries* some powers, as well as considerable profits are attached. They are by their grants authorized to hold courts and sit as judges in what is termed *haute* and *basse justice*, which includes all crimes committed within their jurisdiction, treasons and murders excepted. Few however exercised this privilege except the ecclesiastical seigneurs of Montreal, whose right of jurisdiction the king of France purchased from them, giving them in return, his *droit de change*.

Some of the *seigneurs* have a right of villain service from their tenants.

"At every transfer or mutation of proprietor, the new purchaser is bound to pay a sum equal to a fifth part of the purchase money to the seigneur or to the king; but if this fine be paid immediately, only one third of the fifth is demanded. This constituted a principal part of the kings revenues in the Province. When an estate falls by inheritance to a new possessor, he is by law exempted from the fine.

"The income of a *seigneur* is derived from the yearly rent of his lands, from *lods et vents*, or a fine on the disposal of property held under him. and from grist mills, to whose profits he has an exclusive right. The rent paid by each tenant is considerable; but they who have many inhabitants on their estates enjoy a tolerably handsome revenue, each person paying in money, grain, or other produce, from five to twelve livres *per annum*. In the event of the sale of any of the lots of his seigniory, a proprietor may claim a preference of repurchasing it, which is seldom exercised but with a view to prevent frauds in the disposal of the property. He may also, whenever he finds it necessary, cut down timber for the purpose of building mills and making roads; tithes of all the fisheries on his domain likewise belong to him.

"Possessed of these advantages, *seigneurs* might in time attain to a state of comparative affluence were their estates allowed to remain entire. But by the practice of divisions among the different children of a family, they become in a few generations reduced. The most ample share, which retains the name of *seigneurie*, is the portion of the eldest son, the other partitions are denominated *fiefs*. These are in the next generation, again subdivided, and thus in the course of a few descents, a *seigneur* is possessed of little more than his title. This is the condition of most of those estates that have passed to the third or fourth generation. The inhabitants, in like manner, make divisions of their small tracts of land, and a house will sometimes belong to several proprietors. It is from these causes that they are in a great measure retained in a state of poverty, that a barrier to industry and emulation is interposed, and that a spirit of litigation is excited.

"There are in Canada upwards of 100 *seigneuries*, of which that of Montreal, belonging to the seminary of St. Sulpice, is the richest and most productive. The next in value and profit is the territory of the Jesuits. The members of that society who resided at Quebec were, like the priests of Montreal, only agents for the head of their community. But since the expulsion of their order from France, and the seizure by the Catholic sovereigns of Europe of all the lands of that society within their dominions, the Jesuits in Canada held their seigniory in their own right.

"Some of the domiciliated savages held also in the Province land in the right of seigneurs.

"Upon a representation of the narrow circumstances to which many of the *noblesse* and gentlemen of the colony were reduced, not only by the causes already assigned, but by others equally powerful, Louis XIV. was induced to permit persons of that description to carry on commerce by sea and land without being subjected to any inquiry on this account, or to an imputation of their having derogated from their rank in society.

"To no seigniory is the right of patronage to the church attached; it was upon the advancement of the pretensions of some *seigneurs*, founded on their having built parochial churches, that the king, in 1685, pronounced in council that this right should belong to the bishop, he being the most capable of judging concerning the qualifications of persons who were to serve."

Kalm, a writer on Canada, speaking of the Jesuits in his day, says: "The Jesuits are commonly very learned, studious, and are very civil and agreeable in company. In their whole deportment there is something pleasing: it is no wonder therefore that they captivate the minds of the people. They seldom speak of religious matters, and if it happens, they generally avoid disputes. They are very ready to do any one a service, and when they see that their assistance is wanted, they hardly give one time to speak of it, falling to work immediately to bring about what is required of them. Their conversation is very entertaining and learned, so that one can not be tired of their company. Among all the Jesuits I have conversed with in Canada, I have not found one who was not possessed of these qualities in a very eminent degree. They do not care to become preachers to a congregation in the town or country, but leave these places, together with the emoluments arising from them, to the priests. All their business here is to convert the heathen; and with that view their missionaries are scattered over every part of the country. In nearly every town and village peopled by converted Indians are one or two Jesuits, who take great care that they may not return to paganism, but live as christians ought to do. Thus there are Jesuits with the converted Indians in Tadousac, Lorette, Béçancour, St. François, Sault St. Louis, and all over Canada. There are likewise Jesuit missionaries with those who are not converted, so that there is commonly a Jesuit in every village belonging to the Indians, whom he endeavours on all occasions to convert. In winter he goes on their great hunts, where he is frequently obliged to suffer all imaginable inconveniences, such as walking in the snow all the day, lying in the open air all winter, lying out both in good and bad weather, lying in the Indian huts, which swarm with fleas and other vermin, &c. The Jesuits undergo all these hardships

for the sake of converting the Indians, and likewise for political reasons. The Jesuits are of great use to their king; for they are frequently able to persuade the Indians to break their treaty with the English, to make war upon them, to bring their furs to the French, and not to permit the English to come among them. There is much danger attending these excursions; for, when the Indians are in liquor, they sometimes kill the missionaries who live with them, calling them spies, or excusing themselves by saying that the brandy had killed them. These are the chief occupations of the Jesuits in Canada. They do not go to visit the sick in the town; they do not hear the confessions, and attend to no funerals. I have never seen them go in procession in honour of the Virgin Mary or other saints. Every body sees that they are, as it were, selected from other people on account of their superior genius and abilities. They are here reckoned a most cunning set of people, who generally succeed in their undertakings, and surpass all others in acuteness of understanding. I have therefore several times observed that they have enemies in Canada. They never receive any others into their society but persons of very promising parts, so that there are no blockheads among them.

"The priests are the second and most numerous class of the clergy in this country; for most of the churches, both in towns and villages, are served by priests. A few of them are likewise missionaries. In Canada are two seminaries: one in Quebec, the other in Montreal. The priests of the seminary of Montreal are of the order of St. Sulpicius, and supply only the congregation on the Isle of Montreal, and the town of the same name. At all the other churches in Canada the priests belonging to the Quebec seminary officiate. The former, or those of the order of St. Sulpicius, all come from France, and I was assured that they never suffer a native of Canada to come among them.

"In the seminary at Quebec, the natives of Canada make the greater part.

"In order to fit the children of this country for orders, there are schools at Quebec and St. Joachim, where the youths are taught latin, and instructed in the knowledge of those things and sciences which have a more immediate connection with the business they are intended for. However, they are not very nice in their choice, and people of a middling capacity are often received among them. They do not seem to have made great progress in latin; for, notwithstanding the service is read in that language, and they read their latin breviary and other books every day, yet most of them find it very difficult to speak it.

"All the priests in the Quebec seminary are consecrated by the bishop. Both the seminaries have got great revenues from the king; that in Quebec has about 30,000 livres. All the country on the west side of

the river St. Lawrence, from the town of Quebec to Bay St. Paul, belongs to this seminary, besides their other possessions in the country. They lease the land to the settlers for a certain rent. A piece of land three arpents broad, (French acres), and thirty, forty, or fifty arpents long, pays annually *an écu*, and a couple of chickens, or some other additional trifle. In such places as have convenient water-falls they have built water mills or saw mills, from which they annually get considerable sums. The seminary of Montreal possesses the whole ground on which that town stands, together with the whole Isle of Montreal. I have been assured that the ground rent of the town and isle is computed at 70,000 livres, besides what they get for saying masses, baptising, holding confessions, attending at marriages and funerals, &c. All the revenues of ground rent belong to the seminaries alone, and the priests in the country have no share in them. But the seminary in Montreal, consisting only of sixteen priests, has greater revenues than it can expend, a large sum of money is annually sent over to France, to the chief seminary there.

"The Recollets are a third class of clergyman in Canada. They have a fine large dwelling house here, and a fine church where they officiate. Near it is a large and fine garden, which they cultivate with great application. In Montreal and Trois Rivières they are lodged in almost the same manner as here. They do not endeavour to choose cunning fellows among them, but take all they can get. They do not torment their brains with much learning; and I have been assured that, after they have put on their monastic habit, they do not study to increase their knowledge, but forget even what little they knew before. At night, they generally lie on mats or some other hard mattresses. However I have sometimes seen good beds in the cells of some of them. They have no possessions here, having made vows of poverty, and live chiefly on the alms which people give them. To this purpose the young monks, or brothers, go into the houses with a bag and beg what they want. They have no congregations in the country, but sometimes they go among the Indians as missionaries.

"In each fort, which contains forty men, the king keeps one of these monks instead of a priest, who officiates there. The king gives him lodging, provisions, servants, and all he wants, besides 200 livres a year. Half of it he sends to the community he belongs to; the other he reserves for his own use. When one of the chief priests in the country dies, and his place can not immediately be filled up, they send one of these friars there, to officiate while the place is vacant. Part of these monks came over from France, and part are natives of Canada."

"After the conquest of Canada by the British, the religious male orders were prohibited from increasing their numbers, with the exception of the priests. The orders were allowed to enjoy the whole of their revenues as long as a single individual of the body existed, and then they were to revert to the crown. The whole revenues of the Jesuits' estates were enjoyed for some years by the surviving member of the order, and at the time of his death in 1800, they were valued at twelve thousand pounds per annum. The name of the last recipient was Jean Joseph Casot. In his youth he was merely a porter to the convent, but was promoted, and in course of time received into the order. He died at a very advanced age."

The Marquis de Beauharnois succeeded M. de Vaudreuil as governor of the colony; and under his rule and by judicious management the affairs of the Province began to revive; peace was restored with the Indians by the adoption of a more just and liberal system of dealing with them, and also as a natural consequence of the frequent intermarriages that took place between them; cultivation was greatly extended, and nothing occurred to disturb the repose of the colonists or the governor, but the growing importance and encroachments of their more persevering and industrious neighbours in the British colonies. The governor of New York had erected a fort and trading post at Oswego on Lake Ontario, with the hopes of monopolizing the trade of the lakes; and the marquis immediately sent an envoy to obtain the consent of the Indians in the neighbourhood of Niagara to the erection of a fort and establishment on the banks of the river. He also erected a fort at Crown Point on Lake Champlain, and another at Ticonderago.

In 1745, war again broke out between France and England. The island of Cape Breton was taken by an expedition under Mr. Pepperel, a New Englander (who was immediately created a baronet of Great Britain), assisted by a squadron under Admiral Warren. An expedition was immediately prepared in France to endeavour to retake the island, and retrieve their honour. A fleet of eleven ships of the line, thirty smaller vessels, and transports, containing 3000 soldiers, set sail on the 22nd of June, with the intention in the first place of attacking and taking Nova Scotia. Four ships of the line from the West Indies were ordered to join the squadron, and Canada sent a party of 1700 men to assist the enterprise. The French fleet, however, met with stormy weather which separated the ships; the admiral died suddenly, and the shattered remnants of the squadron returned to France crestfallen and dispirited. A new expedition was soon equipped, consisting of six large men of war, the same number of frigates, and four armed East Indiamen;

and a convoy of thirty merchant vessels sailed under their protection, They also took out with them the Admiral de la Jonquière, who had just been appointed governor of Canada. On the third of May, (1746), they fell in with a British fleet under Admiral Anson, and Rear Admiral Warren who had been dispatched to intercept them, and before night all the battle ships had surrendered; while a large portion of the convoy escaped during the night. As soon as the capture of the governor was known in France, the Compte de la Galissonière was appointed to fill the vacancy. He endeavoured to prevail upon the French government to send out a large number of settlers, to be located on the frontiers, to act as a check upon the British; his advice however was disregarded, and the admiral being shortly released from captivity, and conveyed to Canada, the Count returned to France.

The salaries allowed by the French government to their servants in the civil departments of the colonial governments was extremely small. even in those days. That of the Marquis de Vaudreuil, governor and lieutenant-general of Canada in 1758, was no more than £272 1s. 8d. sterling, out of which he was expected to clothe, maintain, and pay a guard for himself, consisting of two sergeants and twenty-five soldiers, furnishing them with firing in winter, and other necessary articles. It was not surprising therefore that the officers of the government took every advantage of the opportunities for peculation, which were open to them from their situations and the remoteness of the colony. The intendant discontented with his pay, sold licences to trade with the Indians for his own benefit, and the governor (Jonquière) and his secretary confined to themselves the privilege of selling that curse of Canada, brandy, to the natives. At length the complaints against the governor became so numerous and so loud that his friends at home were compelled to notice them and he was consequently recalled. Before, however, his successor was appointed, he died at Quebec.

In the year 1750, commissioners had met at Paris for the purpose of settling the boundaries of the North American Colonies, between France and England; no terms however could be adjusted and the negotiation was broken off. In the war that followed, M. de la Jonquière made himself particularly active; he was a man of ability, and but for his avaricious disposition, might have acquired the respect of those he governed. He died enormously wealthy. The Marquis du Quèsne de Menneville was the next governor. During the time he was in Canada, although England and France were nominally at peace, skirmishes were continually taking place between the people of the two colonies, and the governments in Europe did not hesitate to assist and encourage their respective colonists in hostile operations against each other. The mar-

quis organized the militia of Quebec and Montreal, and attached bodies of artillery to the garrison of each city, and the militia of the seigneuries was also inspected and brought into a state of efficient discipline. Detachments were sent to establish forts on the Alleghany and the Ohio rivers, and every preparation made for carrying on a war both offensive and defensive.

The Marquis du Quèsne having requested his recall, was succeeded in the government of Canada by the Marquis de Vaudreuil de Cavagnac, son to a former governor. In the meantime the French had been preparing a fleet at Brest, which sailed under the command of Admiral de la Mothe, and conveyed the new governor to Canada. The English government hearing of these preparations on the other side of the channel, sent Admiral Boscawen, with eleven ships to watch the movements of the French squadron; the two fleets reached the banks of New Foundland about the same time; two vessels of the French fleet fell into the hands of the British, but a fog enabled the rest to escape, and arrive safely at Quebec. The military operations of the year 1755 had been rather favourable to the French, but its civil progress was not so satisfactory. The necessities of war demanding the presence of the able bodied population, agriculture was neglected, and a scarcity of provisions was the consequence. Although the scanty supply of corn was too well known, the intendant Bigot, with infamous avarice, shipped off vast quantities of wheat to the West Indies for his own gain. The price of food rose enormously, and the commerce of the country, hampered by selfish and stupid restrictions, rapidly declined.

"The Marquis de Vaudreuil soon lost the confidence of the colonists. To him they looked hopefully and earnestly for protection against the fatal monopolies of the merchant company, but they found that he readily sanctioned the oppression under which they suffered. Great stores of wheat had been purchased from the settlers by the company in anticipation of a scarcity; when they had obtained a sufficient quantity to command the market, they arranged with the intendant to fix the price at an immense advance, which was maintained in spite of the misery and clamours of the people. Again the intendant pretended that the dearth was caused by the farmers having secreted their grain, and in consequence, he issued an order that the city and troops should be immediately supplied at a very low rate, and those who would not submit to these nefarious conditions had their corn seized and confiscated without any remuneration whatever.

"Abuses and peculations disgraced every department of the public service; the example set in high places was faithfully followed by the petty officials all over the colony. The commissaries who had the sup-

ply of the distant posts enriched themselves at the cost of the mother country; and boats were not allowed to visit them without paying such heavy fees that the trade became ruinous."

"All the inhabitants of the colony, by virtue of the law of fiefs (except such gentlemen and other persons who by their employments had the privilege of nobles) were militia men, and enrolled in the several companies of militia of the province. The captains of militia were the most respectable persons in the country parishes, and were entitled to the first seat in the churches; they also received the same distinctions as the magistrates in the towns; they were held in great respect, and government exacted from the inhabitants obedience to the orders they signified to them on the part of government. If any of the inhabitants did not obey orders, the captains were authorized to conduct them to the city, and, on complaint they were punished according to the nature of the delinquency. When the government wanted the services of the militia as soldiers, the colonels of militia, or the town majors, in consequence of the requisition from the governor general, sent orders to the several captains of militia in the country parishes to send a certain number of militia men, chosen by those officers, who ordered the draughts, into town, under an escort, commanded by an officer of militia, who conducted them to the town major, who furnished each militia man with a gun, a capot, a cotton shirt, a cap, a pair of leggins, a pair of Indian shoes, and a blanket, after which they were marched to the garrison to which they were destined. The militia of the city of Quebec were frequently exercised, and the company of artillery every Sunday were exercised at the great gun practice."

It is plain therefore that under French dominion, Canada was more a military than an agricultural colony, and that during time of war the various settlements were little more than a chain of barracks; while the more mercantile and agricultural settlements on the British side of the St. Lawrence and the lakes were rapidly progressing in prosperity and power. The State of Massachusetts alone at this time could muster 40,000 men capable of bearing arms; Connecticut 27,000, New Hampshire, Rhode Island, Pennsylvania and Virginia could add considerably to the number, and though at the commencement of the next campaign, the Canadian forces gained some partial advantages, the day was fast approaching when the proud *fleur de lis* of haughty France must bend beneath the paw of the British Lion.

CHAPTER II.

CONTAINING THE TAKING OF QUEBEC, AND THE OCCUPATION OF CANADA BY THE BRITISH.

In the year 1756, the Marquis de Montcalm arrived in Canada with a large force. After remaining a few days at Quebec, he joined the force preparing to act against the British post at Oswego, which after a desperate resistance was compelled to surrender, it is said for want of ammunition, and 1200 prisoners fell into the hands of the conquerors. On the 19th of March in the following year an attack was made on Fort George, situated on Lake George, but the assailants were driven back, the assault was repeated on the next and following days, but each time the French met with so warm a reception from the little garrison that they were compelled to retreat. In the following August Montcalm again attempted to gain the command of Lake George, having collected a force of 8000 men, including Indians, he invested the fort. The commander made a brave defence, but the walls of the fort being knocked to pieces by the French artillery, and his ammunition failing, he was compelled to capitulate; after the battle, a large number of the prisoners were massacred by the Indians.

In a work like this we have not space to follow step by step the contest between the two powers for the possession of Canada. Early in January, 1759, a census was taken of all those capable of bearing arms in Canada; the result was a roll containing 15,229. On the 14th of May, M. de Bougainville, who had been appointed aid-de-camp to the Marquis, brought to Quebec the alarming news that England was preparing a large force to act against the colony. A council of war was held at Montreal, and it was decided, "that a body of troops under Montcalm, the Marquis de Levi and M. de Senezergues should be posted at Quebec; that M. de Bourlemaque should hasten to Ticonderago, blow up the works at the approach of the English, retire by the lake to Isle aux Noix, and there make a stubborn resistance. The Chevalier de la Corne, with 800 regulars and militia, was directed to hold the rapids above Montreal, to intrench himself in a strong position, and hold out to the best of his power. Montcalm then hastened to Quebec, and pushed on the works of the city and its outposts. To embarras the hostile fleet he removed the buoys, and other marks for navigation in the St Lawrence. At the same time the governor issued the following address to

the people, "This campaign will give the Canadians an opportunity of displaying once again their loyalty and valour; their king doubts not that they will faithfully defend his and their rights, their religion, homes and properties against the cruel English. These invaders hate our name and nation; they accuse us of the evil deeds of a few savage Indians, and burn for revenge. We will protect our people by every possible means from falling into the hands of our ruthless enemies, and from such mercies as the people of Acadia, Cape Breton, and St. Johns received from them. Better would it be for us, our wives and children, to be buried in the ruins of the colony, than to fall alive into the hands of the English.

"We have, however, no fears for our safety, and accordingly we direct that every suitable step be taken for a successful defence."

Niagara was taken by the British; and about the middle of February, 1759, a squadron having on board an army of nearly 8000 men under the command of General Wolfe, sailed for the St. Lawrence. On the 23rd of June the fleet passed the narrows between Isle au Coudre and the shore, and in the evening came to anchor opposite the settlement of St. Joseph. On the 25th the fleet passed "the traverse," in safety, and on the following day anchored off the Isle of Orleans. On the 28th Wolfe published the following address to the Canadian people. "We have a powerful armament. We are sent by the English king to conquer this Province, but not to make war upon women and children, the ministers of religion or industrious peasants. We lament the sufferings which our invasion may inflict upon you, but, if you remain neuter we proffer you safety in person and property, and freedom in religion. We are masters of the river; no succour can reach you from France. General Amherst with a large army assails your southern frontier. Your cause is hopeless, your valour useless. Your nation has been guilty of great cruelties to our unprotected settlers; but we seek not revenge; we offer you the sweets of peace amid the horrors of war. England, in her strength, will befriend you; France in her weakness, leaves you to your fate." This appeal, however, had little effect, the priesthood urged their flocks to resist the heretical invaders. The proclamations of Montcalm also bewildered them. "He threatened them with death if they refused to serve, and with the fury of the savages if they aided the English." "While the British fleet had been slowly ascending the river, Montcalm and his followers were busily preparing to receive it. They laboured unceasingly to add to the great natural strength of the country about Quebec. Parapets were thrown up upon every vulnerable point, guns mounted, and above all no efforts were spared to organize the numerous but somewhat doubtful forces of the

Canadian peasantry. Five veteran French battalions, filled up by picked men from the colonial levies, and two battalions of the colonial troops formed the main strength of the army. The armed peasantry or militia were chiefly posted for the defence of the long line of works between Quebec and Montmorency, and several tribes of friendly Indians hovered about among the neighbouring woods. "The Canadians placed considerable reliance on the supposed difficulty of the river navigation, and were greatly disappointed when a preconcerted signal announced that the vast British armament had passed the narrows in safety. When the crowding sails were seen rounding the Isle of Orleans, the people in despair flew to the churches to offer up their prayers for the preservation of their country."

The French had posted a force upon Point Levi, opposite Quebec, and a force under Brigadier General Monckton was sent to drive away the French, and take possession of the post. This he accomplished. Time ran on; and after Wolfe had been five weeks before the impregnable fortress, many lives had been lost, "and a vast quantity of ammunition expended; but as yet, no important step had been gained. The high grounds which he occupied beyond Montmorency and Point Levi had scarcely been disputed by the enemy. From day to day the hostile parapets were strengthened and extended. He had carefully examined the north bank of the river above and below the city, and could discover no one spot where either nature or art did not forbid his landing. Whatever discontent or distress might exist in the Canadian camp, their appeared no diminution of numbers or slackening of zeal in the defence. On the other hand, the state of affairs in the British camp was by no means promising." At length a council of war was held and it was determined to make a night attack, to scale the heights, and approach the city by the Plains of Abraham. On the evening of the 12th of September, part of the fleet were moved toward the Beauport shore, and the boats were lowered and filled with seamen and marines, in order to deceive the enemy, by the appearance of a meditated attack in that quarter, and the remaining vessels hoisted sail and proceeded about eight miles up the river, where they joined the vessels under Holmes. About nine o'clock at night, the first division of the army, 1600 in number, were placed in flat bottomed boats which dropped silently down the stream. At length they approached the appointed spot; some of the foremost boats containing the light companies of the 78th Highlanders, were the first to touch the shore; the men sprung to land, and led by Captain McDonald, began to climb the face of the precipice, supporting themselves by bushes, trees, and projecting rocks; at length they reached the top. The French guard fired a volley and fled.

The men as they arrived on the level ground were formed in order, and when morning broke, Wolfe and his army were on the Plains of Abraham ready to march on the city. From the difficulties of the ascent only one gun could be carried up the hill.

Montcalm in the mean time, had been watching the demonstrations making below the town, fully expecting an attack in that quarter, when, as morning broke, the booming of a single canon was borne upon the breeze, and immediately afterwards a horseman galloped into the city with intelligence of the landing of the foe. Montcalm seems suddenly, at this intelligence, to have lost his usual caution, and immediately decided to give them battle. "As fast as the battalions could be mustered, they were hurried across the valley of the St. Charles, over the bridge, and along the front of the northern ramparts of Quebec to the battle ground."

"At eight o'clock the heads of French columns began to appear, ascending the hill from the St. Charles to the Plains of Abraham; the only piece of artillery which Wolfe had been able to bring into action then opened with some effect, and caused them slightly to alter their line of march. At nine o'clock Montcalm moved some distance to the front, and developed his line of battle; his total force exclusive of Indians, amounted to 7,520 men, not more than half of which were regular troops. Wolfe's army on the other hand numbered but 4,828 men of all ranks, but had the advantage of being all soldiers who had seen service. The French commenced the attack. "At about ten o'clock a crowd of Canadians and Indians emerged from the bush on the slope which falls toward the valley of the St. Charles; as they advanced they opened fire upon the English pickets of the extreme left, and drove them into their supports. The French kept up a withering fire, and under cover of the smoke of the skirmishers, the whole of their centre and left rapidly advanced. Wolfe was wounded in the wrist, but not disabled, wrapping a handkerchief round the wound, he calmly awaited the attack. When the head of the French columns had arrived within forty yards he gave the word to fire, and a deadly volley from the whole British line told with terrible effect. The battle was lost. Montcalm, however, bravely cheered on his broken ranks, and a desperate struggle ensued; Wolfe was a second time wounded, but still he persevered; a third time he received a ball, and could no longer support himself; he was carried a little to the rear, while Townsend was sought for to take the command. In the meantime Montcalm received a mortal wound, and deprived of his encouragement and support, the broken troops were soon utterly routed.

"The loss of the English in this battle amounted to 55 killed and 607 wounded, and that of the French, which has never been exactly ascertained, was supposed to number about 1500 in killed, wounded and prisoners."

On the evening of the 14th, Montcalm breathed his last, and on the 18th Quebec surrendered. In the evening the keys of the city were delivered up, and the British flag hoisted on the citadel. The news of this event reached England only two days after Wolfe's previous despatch, in which he expressed doubts of his ultimate success.

The articles of capitulation, as demanded by the Commandant at Quebec, and granted by Admiral Saunders and General Townsend, were as follows:—

That the garrison should be allowed to march out with the honours of war, and that it should be sent back to the army in safety, and by the shortest route, with arms, baggage, six pieces of brass cannon, two mortars or howitzers, and twelve rounds for each of them. The garrison of the town, composed of land forces, marines and sailors, to march out with their arms and baggage, drums beating, matches lighted, with two pieces of French cannon, and twelve rounds for each piece, to be embarked as conveniently as possible, and sent to the first port in France.

The inhabitants to be preserved in the possession of their houses, goods, effects and privileges. That the inhabitants should not be accountable for having carried arms in the defence of the town, forasmuch as they were compelled to do it, and that the inhabitants of the colonies of both crowns equally serve as militia. That the effects of the absent officers and citizens should not be touched; and that the inhabitants should not be removed, nor obliged to quit their houses, until their condition should be settled, by the kings of England and France.

That the exercise of the Catholic, Apostolic, and Roman religion should be maintained, and that safeguards should be granted to the houses of the clergy and to the mountaineers, particularly to his lordship the Bishop of Quebec, who, animated with zeal for religion, and charity for the people of his diocese, desired to reside in it constantly, to exercise freely, and with that decency which his character and the sacred offices of the Roman religion require, his episcopal authority in the town of Quebec, whenever he should think proper, until the possession of Canada should be decided between their Britannic and most Christian Majesties.

That the artillery and warlike stores should be faithfully given up, and that an inventory of them should be made out.

That the sick and wounded, the commissaries, chaplains, physicians, surgeons, apothecaries, and other people employed in the service of the

hospitals, should be treated conformably to the cartel of the 6th of February, 1759, settled between their Britannic and most Christian Majesties.

That before delivering up the gate and the entrance of the town to the English troops, their general would be pleased to send some soldiers to be posted as safeguards upon the churches, convents, and principal habitations.

That the king,s lieutenant, commanding in Quebec, should be permitted to send information to the Marquis de Vaudreuil, governor general, of the reduction of the place, as also that the general might send advice thereof to the French ministry; and, that the present capitulation should be executed according to its form and tenor, without being subject to non-execution under pretence of reprisals, or for the non-execution of any preceding capitulation.

Wolfe's remains were conveyed to England and interred at Greenwich, and a monument was erected to his memory at the public expense, in Wesminster Abbey. Some years later, when Lord Dalhousie was governor general in Canada, he erected a monumental pillar in Quebec to the memory of the two commanders.

On the eighteenth of October, Admiral Saunders, with all the fleet except two, dropped down the river and set sail for England; leaving General Murray behind as governor of the city, with such portion of the army as now remained fit for duty. All the strongest positions in Canada were now in the hands of the British. Provisions of all kinds became scarce, and during the succeeding winter rose to an enormous price; wheat was commonly sold at 30 to 40 livres per bushel, a cow at 900 livres, a pair of oxen 1500 to 2000 livres, and a sheep from 200 to 300 livres each. "Many people actually died from want, and at length no money would induce the farmers to part with their produce, when life itself depended upon their retaining such supplies as they possessed. At the commencement of winter the Chevalier de Levi retired with the remnant of the French army to Montreal, and busied himself in preparing for a new attempt in the ensuing spring to wipe out the disgrace inflicted on the French flag;" several attempts were also made upon the British outposts at Point Levi, Cape Rouge, St. Foy, and Lorette, without any result beyond bloodshed, and mutually inflicted suffering.

On the 17th of April, 1760, De Levi left Montreal with all his available force, and collected on his march all the detached corps, appeared on the 28th within three miles of Quebec, with an army of 10,000 men. General Murray, instead of profiting by the example of Montcalm's failure, deserted his entrenchments, and with a small force of 3000 men

marched out upon the Plains of Abraham to engage the enemy. The result might have been anticipated. After a desperate engagement, the British army was compelled to take shelter within the walls of the city, leaving 300 men dead upon the field. The French general now laid siege to the city; the British force was reduced to 2,200 effective men, and their whole hopes of relief rested upon the arrival of the fleet from England. On the 9th of May the Leostoffe frigate made its appearance, followed on the 16th by the Vanguard and the Diana. De Levi raised the siege and retreated to Jaques Cartier.

"Although the siege of Quebec lasted but a short time, it gave opportunity to the French officers of departments to indulge in enormous peculation. The public money was squandered with the utmost profusion and with the most unblushing dishonesty. False estimates were authorized by the engineers, and paid by the intendant at Montreal. Among other charges against the French government was a bill for 300,000 mocassins for the Indians; the infamous Cadet managed this contract himself, in the name of his clerk, and charged the crown no less than 300,000l ivres for the fraudulent supply. Large stores were constantly furnished to the army, the greater part of which became the property of the contractors, and was resold by them to the government at an exorbitant rate: meanwhile the soldiers were miserably supplied, and the people almost perishing with want."

On the 3rd of May, 1760, General Amherst, now commander-in-chief, left New York for Canada, and after a short campaign a capitulation was signed at Montreal, giving Canada into the hands of the British. By the terms of the treaty the regular troops were to march out with the honors of war, and were to be conveyed to France in British ships, under an engagement not to serve during the remainder of the war. The Provincial militia were to be allowed to return unmolested to their homes. The free exercise of religion was granted, and private property was to be held sacred. All the civil officers were also to be conveyed to France, with their families, baggage and papers, except such of the latter as might be deemed useful to the conquerors for the future government of the country. The French colonistsw ere guaranteed the same civil and commercial privileges as British subjects, and were to be allowed to retain their slaves. The Indians who had supported the cause of France were to be unmolested in person, and the possession of their lands was secured to them.

The population of Canada at the time of the conquest, (exclusive of Indians) was estimated by governor Murray at 69,275.

"From the conquest to this epoch (1774)," says Christie, "the Province appears to have been governed generally to the satisfaction of the

inhabitants. During the first three years of this period, however, the government was purely military, and more to the taste of *the new subjects*, (as the Canadians were then denominated) themselves a brave and military people, inured to war and discipline, than that which immediately succeeded it, and perhaps than any that has since followed. The royal proclamation of 1763, by their new sovereign, King George the Third, put an end to this, and introduced a new order of things, something more congenial to British feelings and habits, with the double view of tranquilizing the new subjects, by the introduction of a government better suited to protect them in their civil rights and institutions than previously, and of encouraging emigration from home into His Majesty's newly acquired North American dominions. All disputes from this time forward, between the new subjects, concerning rights in land and real property, &c. continued as previous to the conquest, to be settled according to the ancient customs and civil laws of Canada, and by judges conversant with those laws, selected from among their own countrymen, and these also were the rules of decision in like matters, between the *old subjects* of the king who had emigrated hither and settled in the Province, and who expected that in all cases wherein *they* were personally concerned, the laws of England were to apply; imagining that in emigrating, they carried with them the whole code of English civil and criminal laws for their protection. In all cases of a *criminal* nature the laws of England were to be in force.

"Considerable anxiety prevailed as to the system of laws that was permanently to rule; each class of subjects, old and new, wishing for the continuance of that with which they were most familiar, and consequently considered the best. There was, moreover, a general uneasiness both among the old and new subjects with respect to the constitution of Government that might finally be established in the Province. The former looking for a government partaking of a representative character, which the latter rather deprecated than desired, apprehensive that in the more skilful hands of their fellow subjects of English origin, it might be turned to their disadvantage. In fact, they looked rather to the preservation of their laws and institutions, their civil and social rights which they perfectly understood and appreciated, than to any of a political nature to which they were entire strangers; self-government, politics and legislation being quite out of their sphere, and beyond their aspirations. The government of a single individual, or governor aided by a council or a certain number of advisers was perfectly intelligible to them, and such as they had been accustomed to, and if honest and upright, all they desired. A constitution, consisting of a governor and two branches, was quite new to the great body, who

could not understand their meaning or purposes, and therefore considered the whole as an English invention, intended to cheat them of their rights, and in the long run, their money."

In the year 1774, two acts were passed by the British Parliament; relating to the newly acquired territory, then called the Province of Quebec. One of these was for the purpose of providing a revenue for the support of the civil government, by the imposition of duties on spirits and molasses; the amount however was far short of that annually required, and the deficiency was supplied from the Imperial treasury. The other, commonly called the Quebec Act, "defined the boundaries of the Province of Quebec. It set aside all provisions under the royal proclamation of the 7th of October, 1763, pursuant to which the Province had since been governed, the same having, it was said in the act, upon experience, been found inapplicable to the state and circumstances of the Province.

His Majesty was authorised to appoint a council for the affairs of the Province, consisting of not more than twenty-three, nor less than seventeen persons, which council, with consent of the governor, or commander in chief for the time being, was to have power to make ordinances for the peace, welfare and good government of the Province. They were not however to lay on any taxes or duties except such as the inhabitants of any town or district might be authorised to assess and levy within its own precincts for roads or other local conveniences. No ordinance touching religion, or by which any punishment could be inflicted greater than fine or imprisonment for three months, was to have any effect till it received his Majesty's approbation, nor were any ordinances to be passed at any meeting of the council where less than a majority of the whole body should be present; nor at any time except between the 1st of January and 1st of May, unless upon some urgent occasion, in which case, every member thereof resident at Quebec or within fifty miles of it, was personally to be summoned by the governor. Every ordinance passed was to be transmitted within six months for His Majesty's approbation."

Under this act the Province was governed till 1791, when the Province of Quebec was divided into two distinct Provinces to be called Upper and Lower Canada. The separation was strongly opposed by certain parties both in Canada and in the British Parliament, and Mr. Adam Lymburner, a merchant of Quebec, was heard against the bill at the bar of the House of Commons. The following extracts from his address are interesting as showing the state of Upper Canada at that time:— "The new Province will be entirely cut off from all communication with Great Britain; and as, from their situation they cannot carry on

any foreign commerce but by the intervention and assistance of the merchants of Quebec and Montreal, they will therefore have little reason to correspond with Great Britain, and few opportunities of mixing in the society of Britons."

"I beg leave to bring to the recollection of this honourable house that the distance from Quebec to Niagara is about 500 miles, and that Niagara may be considered as the utmost extent westward of the cultivable part of the Province. For although there is a small settlement at Detroit, which is, and must be considered of great importance as a post of trade with the Indians, yet it must appear to this honourable house, from its situation, it can never become of any great importance as a settlement; the falls of Niagara are an insuperable bar to the transportation of such rude materials as the produce of the land. As the farmers about Detroit, therefore, will have only their own settlement for the consumption of their produce, such a confined market must greatly impede the progress of settlement and cultivation *for ages to come.*" "There are sir, between three and four thousand loyalists settled upon the banks of the river Cataraqui and the north side of Lake Ontario, in detached settlements, many of them at a great distance from the others, besides those on Lake Erie and at Detroit. Civil government cannot have much influence over a country so thinly inhabited, and where the people are so much dispersed. During 20 years that I have resided in that Province, I do not recollect a single instance of a highway robbery; and the farmers consider themselves so secure, that they often go to sleep without bolting their doors. It is evident from these facts, that a criminal judge will have very little to do in these upper districts where there are no towns, *and where a stranger must at all times be a desirable sight.*"

"That Province has been so long oppressed by an arbitrary system of government, and the tyranny of uncertain and unknown laws; the country has been so much neglected, and every object of industry and improvement apparently discountenanced as to be now reduced to such a state of languor and depression that it is unable to provide for the expenses of its civil government.

"We have had to encounter numberless difficulties which the pride and insolence of a set of men, whose minds were corrupted by the exercise of despotic power, have thrown in our way in every step we made." "Such, sir, has been the unhappy tendancy of the government of the Province, that not only the people have been oppressed, and the resources of the country neglected; but almost every public building in the Province has been suffered to fall to decay and perish. There is not a court house in the Province, nor a sufficient prison, nor a house of correction;

there is not a public school house. In short the country is reduced absolutely to a state of nature."

"The time had come, in the opinion of the British Government, when the state and circumstances of Canada, rendered it expedient to confer upon the inhabitants a more popular constitution than that they held under the Quebec Act. The old subjects, or those of British birth or origin, were rapidly increasing in the Province by immigration from the United States, after the establishment of their independence, and were anxious for a government and constitution more in accordance with such as they had been accustomed to, and better suited to the advancement and welfare of their adopted country, than the government they found in it.

"There were also heavy complaints from the British settlers in the Province to the government at home, on the state of affairs in the colony.

The Quebec Act had not, it was said, secured the peace, or promoted the happiness or prosperity of the people of the Province, but produced the contrary effects; that from the uncertainty as to the laws intended to be introduced by that act, his Majesty's subjects had been obliged to depend for justice on the vague and uncertain ideas of the judges."

"The progress of opinions in Europe, and the movements in France at the time, probably also had some influence upon the minds of those at the helm of affairs in England, in their determination to leave to their fellow subjects in Canada nothing to be coveted in the example of foreign countries, particularly in the neighbouring one, and to bestow upon them a constitution as liberal as they could desire, and as might consist with the dependance of the Province upon the Crown and parliament of Great Britain.

"As British subjects who had forfeited their worldly possessions in the cause of the empire and its integrity, and had abandoned their homes in preference to an abandonment of their allegiance, and migrated to the wilderness of the north, to seek an asylum and a new country, they were worthy of the solicitude of the government and nation to whose cause they conscientiously adhered. The loyalists, as they were denominated, had located themselves principally in the western parts of the Province, along the north bank of the St. Lawrence, and in the vicinity of the Lakes Ontario and Erie where the climate was more genial, and the soil better suited to agriculture, than in that section of the Province, known as Lower Canada. *The country bordering upon those great lakes was at the time a vast solitude, with but very little exception.*"

By the Quebec Act it was provided that a legislative council and assembly should be established in each Province, with power to make laws for the peace, welfare and good government thereof. The members

of the Legislative Council were to be appointed by the king for life, and in Upper Canada to consist of not fewer than seven, and in Lower Canada not fewer than fifteen persons.

Each Province was to be divided into districts or counties, or cities, or towns, or townships, which were to return representatives to the Assemblies; the governor to fix the limits of the districts, and the number of representatives to be returned by each. The whole number of members of the Assembly in Upper Canada was to be not less than sixteen.

That part of the Province which now received the name of "Upper Canada," had been divided by Lord Dorchester, (then governor) in 1788 into four districts, which were called Lunenburg, Mecklenburg, Nassau, and Hesse; but by the first act of the Provincial Parliament of Upper Canada, in 1792, the names were changed to Eastern, Midland, Home, and Western, but the limits were not altered. General Simcoe, the first lieutenant-governor, adopted a new division into districts, counties, and townships—which have again been divided or newly arranged, from time to time by proclamations of subsequent governors or acts of the Provincial Parliament.

The division line between the two Provinces was fixed "to commence at the cove west of Point au Baudet on Lake St. Francis; pursuing the western limits of the seigniories of New Longueuil, and Vaudreuil or Rigaud, and intersecting the Grand or Ottawa river at Point Fortune. The Ottawa river then becomes the northern boundary till it reaches Lake Temiscaming, and from the head of that lake the line runs due north till it strikes the southern boundary line of Hudsons Bay, including all the territory to the west and south of the said line.

"The Province of Upper Canada, thus divided, lies between the parallels of 41° 47′ and 49° of north latitude, and extends westward from 74° 30′ of west longitude from the meridian of Greenwich. It is bounded on the south by the United States, on the east by the Province of Lower Canada, and on the west its limits are not easy to ascertain. They may, perhaps, fairly be considered to be formed by the head waters of the rivers and streams that fall into Lake Superior, at or about the height of land on the Grand Portage in longitude 117° west. The vast section of country appertaining to the British dominions to the west and north-west of this point is generally known by the denomination of western country, or north-west Indian territories.

"The line of demarcation between Canada West or Upper Canada, and the United States, from the monument erected at St. Regis, on the parallel of the 45th degree of north latitude, westward to the Lake of the Woods, was settled by the commissioners appointed to decide the

same, (under the treaty of Ghent) in the year 1822, as far as the line runs from St. Regis through the rivers and lakes to the Strait of St. Mary, or, as it is usually called "Sault St. Marie." This line runs through the middle of the channel of the St. Lawrence, through the middle of Lake Ontario, the Niagara river, Lake Erie, Detroit river, Lake St. Clair, river St. Clair; then through the middle of Lake Huron in a direction to enter the strait or passage between Drummond Island on the west, and the Little Manitoulin on the east; thence through the middle of the passage which divides the two islands; thence turning northerly and westwardly, around the eastern and northern shores of Drummond Island, and proceeding in a direction to enter the passage between the island of St. Josephs and the American shore."

All the islands lying between this line and the United States shore were to belong to the United States, and all those between the line and the Canadian shore were to belong to Great Britain. The principal islands in these rivers and lakes belonging to Canada, are, Cornwall and Sheik's Island; the Nut Islands; Cusson, Duck, Drummond, and Sheep Islands; Rowe's, Grenadier's, and Hickory Islands, and Grand or Long Island, all in the St. Lawrence; the Duck Islands in Lake Ontario; Navy Island in the Niagara river; Middle Island, the Hen and Chickens, the Eastern and Middle Sisters, in Lake Erie; Bois Blanc, Fighting Island, and Isle à la Péche in Detroit River; Walpole Island in Lake St. Clair, Belle Isle and Isle aux Cerfs, in river St. Clair, and the Great Manitoulin and St. Joseph Island inLake Huron.

According to Bouchette, about 32,929 square statute miles of territory in Upper Canada, "have been laid out into townships, and tracts set apart for particular purposes." These he divides in the following manner:—

Townships		16,816,800 acres.
The Huron tract, granted to the Canada Company	1,000,000	
St. Regis, Indian tract	30,720	
Longueuil, or L'Orignal seignory	25,000	
Land of the Six Nations on the Grand River	333,000	
Clergy Reserves for the Six Nations lands	132,000	
Lands belonging to the Crown, near Lake St. Clair	380,720	
Lands north of the Huron tract	450,000	
Indian reserve, opposite Fort St. Clair	16,000	
Do. do. Commodore's Creek	10,240	
Indian territory in the vicinity of Lake Huron	1,883,200	4,257,880
Total number of acres		21,074,680

According to the report of the Commissioner of Crown Lands, there were of surveyed lands in the Province in 1849—

Total quantity.	Clergy Reserves.	Granted or appropriated.	Vacant.
17,113,806 acres.	2,238,545 acres.	12,560,838 acres.	1,597,019 acres.

Of the above *total quantity* it is considered that 450,000 acres must be deducted for roads—leaving of land for settlement, 16,663,806 acres.

The statistical tables published by the different departments are not always very plain or explicit, but we gather from a report by the Commissioner that the following were the quantities of land granted and sold in the twelve years from 1836 to 1847, both inclusive:

Year.	Number of grants.	Number of acres granted.	Of which were by purchase.	Free grants.
1836	3672	565,442	29,102	536,340
1837	1943	279,091	28,083	257,008
1838	1016	161,289	20,508	140,781
1839	1391	176,518	50,312	126,206
1840	1723	206,430	51,346	155,084
1841	585	82,905	26,610	56,295
1842	612	75,677	23,651	52,056
1843	1034	84,952	40,952	44,000
1844	1026	73,850	38,436	35,414
1845	1063	158,409	126,400	32,009
1846	1303	128,568	83,535	45,033
1847	17111	162,371	64,743	97,628

From the above table it will be perceived that the quantity of land taken up varied greatly in different years. Many circumstances would operate to increase or diminish the amount of *sales*. Such as emigration, good or bad harvests, &c. And the number of *free grants* would also be regulated by the opening of new townships on lines of road (such as those to Lake Huron) which it was desirable to settle.

Our space is too limited to allow of our doing more than merely glance at the events that have occurred in the history of the Province from the time of its separation from Lower Canada in 1791. "In that year the agricultural settlements which had been formed in the Upper part of the Province by disbanded soldiers and American loyalists had become considerable. Some thousands of people had spread themselves over the district of Niagara, and over lands still more remote from Quebec, particularly in the Western District. Between these new settles ments and the country upon the St. Lawrence there were large tracts of wilderness intervening, which the Indians still held as hunting grounds, and through which there was no road whatever in the year

1791, nor for many years afterwards. The mail from Quebec found its way into this region but once or twice in a twelvemonth; for it was in fact only capable of being traversed by Indians and hunters, or by persons as active and hardy as they. The common way of travelling from the upper country, to and from Montreal and Quebec, was through the lakes and rivers in the summer season; and the passage was, in point of inconvenience, more formidable, and frequently occupied more time than the intercourse between Toronto and London (England) at the present day."

"On the assumption of the government by the first governor, General Simcoe, after the partition of the Provinces in 1791, he issued an invitation to American settlers to come and establish themselves in Upper Canada. Well aware of the fertility of the land, the salubrity of the climate, the nature of its settlement, and extent of its capabilities, they came over in numbers, particularly from New Jersey and Pennsylvania, and some of the early settlers have said that when they first came into the township of Ancaster, they had to ride sixty miles to Niagara, through an Indian trail for every article they required, which they could not raise or manufacture."

The exact population of the Province at the time of the separation is not exactly known; the "Quebec Act" states it at over sixty-five thousand. "The territorial revenue for the thirteen years from the 1st of May, 1775, to the 1st of May, 1788, comprehending arrears, was, in actual receipt at the treasury, not equal to ten thousand pounds sterling."

"In 1792 the mail between Quebec and New York was monthly, but not always regularly so. In the 'Quebec Gazette' of the 10th November, 1792, it is stated that the latest news from Philadelphia and New York was to the 8th of October."

In 1795 the harvest in Lower Canada was so deficient that Lord Dorchester, the governor, took upon himself (the Parliament not being sitting) the responsibility of prohibiting the exportation of wheat, peas, oats, barley, Indian corn, flour, and biscuit.

On the 9th of July, 1796, Lord Dorchester left Canada to return to England, in the "Active" frigate; the vessel, however, was wrecked on her passage home, on the Island of Anticosti, fortunately without loss of life. Postal communications appear to have advanced considerably ince 1792, as by an advertisement from the post office we learn that, "a weekly conveyance by post has lately been established between Montreal and Burlington, in the State of Vermont;" and from another advertisement, that "a mail for *the Upper countries*, comprehending Niagara and Detroit, will be closed at this office, on Monday, the 30th

instant, at 4 o'clock in the evening, to be forwarded from Montreal by the *annual winter express*, on Thursday, 3rd of February next." And the "Quebec Gazette" of the 8th of March, states that, "by this day's Burlington mail we have received New York papers of the 16th ultimo; they contain European intelligence to the 15th of December, inclusive." Up to the year 1799, the governor-in-chief only received a salary of two thousand pounds per annum; in that year the amount was increased.

In the year 1809 the first steamboat was launched on the St. Lawrence. The "Quebec Mercury," in a transport of joy and excitement, thus heralds her arrival:—"On Saturday morning, at eight o'clock, arrived here, from Montreal, being her first trip, the steamboat 'Accommodation,' with ten passengers. This is the first vessel of the kind that ever appeared in this harbour. She is continually crowded with visitants. She left Montreal on Wednesday, at two o'clock, so that her passage was sixty-six hours; thirty of which she was at anchor. She arrived at Three Rivers in twenty-four hours. She has at present births for twenty passengers, which next year will be considerably augmented. No wind or tide can stop her. She has 75 feet keel, and 85 feet on deck. The price for a passage up is nine dollars, and eight down—the vessel supplying provisions. The great advantage attending a vessel so constructed is, that a passage may be calculated on to a degree of certainty in point of time, which cannot be the case with any vessel propelled by sail only. The steamboat receives her impulse from an open, double spoked, perpendicular wheel, on each side, without any circular band or rim. To the end of each double spoke is fixed a square board, which enters the water, and by the rotary motion of the wheel acts like a paddle. The wheels are put and kept in motion by steam, operating within the vessel. A mast is to be fixed in her, for the purpose of using a sail when the wind is favourable, which will occasionally accelerate her head way."

In the year 1810 there were five newspapers in Canada, all of which were published in the Lower Province. These were the "Gazette," (the first paper started), the "Mercury," and "Le Canadien," published in Quebec; and the "Gazette" and the "Courant" published in Montreal.

By a Militia Bill passed in 1812, the governor was authorized to embody *two thousand bachelors*, between the ages of eighteen and twenty-five, for three months in the year; and in case of invasion or imminent danger thereof, to retain them for one year.

On the 18th of June, 1812, Congress declared war against Great Britain, and on the 24th the event was known in Canada. Sir George Prevost, the governor, immediately caused American citizens to be notified that they must leave Quebec by the 1st of July, and be out of the

limits of the district by the third of the same month. On the last day of June a proclamation was issued giving all Americans fourteen days to leave the Province, and placing an embargo on the shipping in the ports.

The American war was rendered particularly memorable to the people of the Province by the proclamations of two American generals, who each came "to take Canada," but were compelled "to go away without it." Previous to the declaration of war the Americans had collected a part of their army at Detroit, opposite the western frontier of Canada, with the intention of following up their declaration by an immediate invasion. And on the 12th of July, General Hull, the officer in command, crossed over to Sandwich, on the Canadian side, and immediately issued the following modest address :—

"*Inhabitants of Canada,*—

"After 30 years of peace and prosperity, the United States have been driven to arms. The injuries and aggressions, the insults and indignities of Great Britain have once more left them no alternative but manly resistance, or unconditional submission.

"The army under my command has invaded your country, and the standard of Union now waves over the territory of Canada. To the peaceable unoffending inhabitant it brings neither danger nor difficulty. I come to *find* enemies, not to *make* them ; I come to protect, not to injure, you. Separated by an immense ocean, and an extensive wilderness from Great Britain, you have no participation in her councils, nor interest in her conduct. You have felt her tyranny, you have seen her injustice, but I do not ask you to avenge the one or redress the other. The United States are sufficiently powerful to afford you every security consistent with their rights and your expectations. I tender you the invaluable blessings of civil, political, and religious liberty, and their necessary result, individual and general prosperity—that liberty which gave decision to our councils, and energy to our conduct, in our struggle for independence, and which conducted us safely and triumphantly through the stormy period of the revolution. That liberty which has raised us to an elevated rank among the nations of the world, and which has afforded us a greater measure of peace and security, of wealth and improvement, than ever fell to the lot of any people.

"In the name of my country, and by the authority of my government, I promise protection to your persons, property, and rights. Remain at your homes—pursue your peaceful and customary avocations—raise not your hands against your brethren—many of your fathers fought for the freedom and independence we now enjoy. Being children, therefore, of the same family with us, and heirs to the same heritage, the arrival of an army of friends must be hailed by you with a cordial welcome. You

will be emancipated from tyranny and oppression, and restored to the dignified station of freemen.

"Had I any doubt of eventual success, I might ask your assistance, but I do not. I come prepared for every contingency. I have a force *which will look down all opposition*, and that force is but the vanguard of a much greater. If, contrary to your own interests, and the just expectation of my country, you will be considered and treated as enemies, the horrors and calamities of war will stalk before you.

"If the barbarous and savage policy of Great Britain be pursued, and the savages are let loose to murder our citizens, and butcher our women and children, this war will be a war of extermination.

"The first stroke of the tomahawk, the first attempt with the scalping knife, will be the signal of one indiscriminate scene of desolation. No white man found fighting by the side of an Indian will be taken prisoner —instant destruction will be his lot. If the dictates of reason, duty, justice, and humanity, cannot prevent the employment of a force which respects no rights, and knows no wrong, it will be prevented by a severe and relentless system of retaliation.

"I doubt not your courage and firmness; I will not doubt your attachment to liberty. If you tender your services voluntarily, they will be accepted readily.

"The United States offer you peace, liberty, and security. Your choice lies between these and war, slavery, and destruction. Choose then, but choose wisely; and may He who knows the justice of our cause, and who holds in his hands the fate of nations, guide you to a result the most compatible with your rights and interests, your peace and prosperity."

After being beaten in two or three skirmishes, the American commander deemed it safest to retreat to his own side of the river, where he was followed by the British troops. General Brock having closed the public business at York, hastened to the west, invested Detroit, and summoned General Hull to surrender; this was refused, but after the town had been cannonaded for two or three hours, on the 15th and 16th of August, the American commander surrendered himself and his army as prisoners of war, and they were sent down to Quebec. In the mean time a small British force had summoned and taken the American fort at Mackinac without opposition. No action of any consequence took place during the autumn, although several skirmishes occurred between the contending parties with various success. Every exertion had been made to fortify the Lower Province, and two or three attempts to invade it had been promptly defeated.

General Smyth, another American hero, also attempted to invade the Province, and he also has made himself famous by a proclamation. This production being quite a *gem*, little as we can spare the space, we cannot avoid giving it.

"To the Soldiers of the Army of the Centre,—

"*Companions in arms!* The time is at hand when you will cross the streams of Niagara to conquer Canada, and to secure the peace of the American frontier.

"You will enter a country that is to be one of the United States. You will arrive among a people who are to become your fellow citizens. It is not against *them* that we come to make war. It is against that government which holds them as vassals.

"You will make this war as little as possible distressful to the Canadian people. If they are peaceable they are to be secure in their persons, and in their property as far as our imperious necessities will allow.

"Private plundering is absolutely forbidden. Any soldier who quits his rank to plunder on the field of battle, will be punished in the most exemplary manner.

"But your just rights as soldiers will be maintained; whatever is *booty* by the usages of war you shall have. All horses belonging to the artillery and cavalry, all waggons and teams in public service, will be sold for the benefit of the captors. Public stores will be secured for the service of the United States. The government will with justice pay you the value.

"The horses drawing the light artillery of the enemy are wanted for the service of the United States. I will order two hundred dollars for each to be paid the party who may take them. I will also order forty dollars to be paid for the arms and spoils of each savage warrior who shall be killed.

Soldiers! you are amply provided for war. You are superior in number to the enemy. Your personal strength and activity are greater. Your weapons are longer. The regular soldiers of the enemy are generally old men, whose best years have been spent in the sickly climate of the West Indies. They will not be able to stand before you,—you, who charge with the bayonet. You have seen Indians, such as those hired by the British to murder women and children, and kill and scalp the wounded. You have seen their dances and grimaces, and heard their yells. Can you fear them. No, you hold them in the utmost contempt.

"*Volunteers!* Disloyal and traitorous men have endeavoured to dissuade you from your duty. Sometimes they say, if you enter Canada, you will be held to service for five years. At others, they say, you will

not be furnished with supplies. At other times they say, that if you are wounded, the government will not provide for you by pensions. The just and generous course pursued by government towards the volunteers who fought at Tippecanoe, furnishes an answer to the last objection. The others are too absurd to deserve any.

"*Volunteers!* I esteem your generous and patriotic motives. You have made sacrifices on the altar of your country. You will not suffer the enemies of your fame to mislead you from the path of duty and honor, and deprive you of the esteem of a grateful country. You will shun the *eternal infamy* that awaits the man, who, having come within sight of the enemy, *basely* shrinks in the moment of trial.

"*Soldiers of every corps!* It is in your power to retrieve the honor of your country, and to cover yourselves with glory. Every man who performs a gallant action shall have his name made known to the nation. Rewards and honours await the brave. Infamy and contempt are reserved for cowards. Companions in arms! You came to vanquish a valiant foe, I know the choice you will make. Come on, my heroes! And when you attack the enemy's batteries let your rallying word be,

"*The cannon lost at Detroit or Death.*"

A sketch of military proceedings on the Niagara frontier during this campaign will be found in the description of that district. During the year 1813 a party of Americans under General Winchester were defeated and taken prisoners near Detroit by Colonel Proctor, who was afterwards promoted to the rank of Brigadier General. During the ensuing winter a successful attack was made upon Ogdensburg.

In the spring of 1813 the second steamboat was launched on the St Lawrence. The Quebec Mercury of the 4th of May, thus announces it.

"On Sunday, at half-past two, P. M., arrived in this harbour the steamboat Swiftsure She left Montreal on Saturday at half-past five, A. M. She passed Three Rivers at seven, P. M. on Saturday, anchored at Cape Madelaine at eight, and got under weigh at four, A. M. on Sunday. The whole time under weigh being only twenty-two hours and a half, notwithstanding that the wind was easterly the whole time and blowing strong. She had 28 passengers. A sergeant with six privates of the Royal Scots, having in charge three American prisoners of war, four deserters from the 100th regiment, and one deserter from the American army."

"The Swiftsure is 130 feet keel, the breadth of beam 24 feet; length upon deck 140 feet."

"The American fleet on Lake Ontario consisted on the 1st of August, of two ships, one brig, and eleven schooners, but the number of guns and weight of metal are not stated. The British fleet at the same time

consisted of the Wolfe, 23 guns; Royal George 22, Melville 14, Earl Moira 14, Sir Sydney Smith 12, and Beresford 12 guns."

"Among the prisoners taken at the battle af Queenston, in the autumn of 1812, were 23 men who were recognised as British subjects, and deserters from the Royal forces; consequently the commander had them sent to England for trial. This circumstance being reported to the American government, by the American commissary of prisoners at London, General Dearborn was ordered by his government, to put an equal number of British soldiers into close confinement, as hostages, for the former. In consequence of this measure, the commander of the forces, by a general order of the 27th of October, 1813, made it known that he had received the commands of the Prince Regent to put 46 American officers and non-commissioned officers into close confinement, as hostages, for the twenty-three soldiers confined by the American government. He at the same time apprised that government, that if any of the British soldiers should suffer death by reason of the guilt and execution of the traitors, found in arms against their country, who had been sent to England for legal trial, he was instructed to seleet out of the American officers and non-commissioned officers detained as hostages, double the number of the British soldiers who might be so unwarrantably put to death, and to cause them, in retaliation to suffer death immediately. In transmitting this information to the American government, the commander of the forces also notified them that the commanders of his Majesty's armies and fleets on the coast of America, had received instructions to prosecute the war with unmitigated severity against all cities, towns, and villages, belonging to the United States, and against the inhabitants thereof, if after that information should have reached the American government, they should not be deterred from putting to death any of the soldiers detained as hostages."

"On the 10th of December the commander of the forces, received a communication from Major-General Wilkinson to the effect that the government of the United States had, in consequence of the step taken by the British government, ordered forty-six British officers into close confinement, and that they should not be discharged therefrom, until it should be known that the 46 American officers and non-commissioned officers in question were no longer confined. In consequence of this the governor ordered all the American officers prisoners of war, without exception of rank, to be immediately placed in close confinement as hostages, until the number of 46 was completed over and above those already in confinement.

Affairs remained in much the same state till the following July, when the prisoners were exchanged.

"In the month of March, an embassy of chiefs and warriors from the Ottawas, Chippawas, Shawnees, Delawares, Mohawks, Sacks, Foxes, Kickapoos and Winnebagoes, visited Quebec to hold a council with the commander of the forces. His Excellency gave them an audience at the castle of St. Lewis. Their speeches were principally complimentary and expressive of their joy at beholding their father, and meeting him in council. They expressed their poverty, and requested that peace might not be concluded with the American Government, until they should recover the ancient bounds of the territories of which the enemy had deprived them by fraud and violence. They represented the loss they had experienced of their young men in the war, but expressed their determination to persevere, and solicited arms for their warriors and clothing for their women and children. 'The Americans,' said one of the chiefs, 'are taking our land from us every day, they have *no hearts*, father; they have no pity for us, they want to drive us beyond the setting sun; but we hope, although we are few, and are here, as it were upon a little island, our great and mighty father who lives beyond the great lake, will not forsake us in our distress, but will continue to remember his faithful red children.' The Governor in answer, exhorted them to persevere in the contest against the common enemy, in order to regain the territory lost in the last campaign. He expressed his sorrow for the loss of one of their chiefs (Tecumseth); and charged them upon all occasions to spare and show mercy to all women, children and prisoners who fell in their power, an injunction to which the listening chiefs unanimously murmured approbation. After staying some days at Quebec, they were loaded with presents, and sent to the Upper Province, on their way homewards, to prepare their tribes for the approach, ing campaign."

On the 1st of March, 1815, the Governor communicated to the Province the news of the conclusion of a peace between Great Britain and the United States, which was ratified at Washington on the 17th of February. The following extract from the "General Orders," issued by the Commander-in-chief, on the 3d of April, will give a slight idea of the actions that took place during the war.

"His Excellency the Commander of the forces announces to the army serving in British North America, that he has received the commands of His Royal Highness the Prince Regent to return to England.

"In taking leave of an army he has had the honor to command from the commencement of hostilities with the United States to the termination of the war, His Excellency has great satisfaction in expressing his entire approbation, and acknowledging the sense he entertains of

the zeal, courage and discipline that has been so eminently displayed by this portion of His Majesty's troops.

"It has fallen to the lot of this army to struggle through an arduous and unequal contest, remote from succour, and deprived of many advantages experienced in the more cultivated countries of Europe; yet His Excellency has witnessed with pride and admiration, the firmness, intrepidity and patient endurance of fatigue and privations, which have marked the character of the army of Canada. Under all these circumstances, valour and discipline have prevailed, and although local considerations and limited means have circumscribed the war principally to a defensive system, it has, notwithstanding, been ennobled by numerous brilliant exploits, which will adorn the page of future history. At Detroit and at the River Raisin, two entire armies with their commanding generals were captured, and greatly superior armies were repulsed. The several battles of Queenston, Stoney Creek, Chateauguay, Chrystlers,' La Colle, Lundy's Lane, near the Falls of Niagara, and the subsequent operations on that frontier, will ever immortalize the heroes who were on those occasions afforded the opportunity of distinguishing themselves. The capture of Michillimackinac, Ogdensburgh, Oswego and Niagara by assault, are trophies of the prowess of British arms. The names of the respective officers who led His Majesty's troops to these several achievements are already known to the world, and will be transmitted by the faithful historian with glory to a grateful posterity."

Two new steamboats, "the Malsham" and "the Car of Commerce," were started on the St. Lawrence in the spring of 1816; and in the following year the Upper Canada Gazette made the announcement that two steamboats were building in the Upper Province; one at Prescott, intended to run between that port and Kingston, and the other at Ernesttown, to run on the Bay of Quinté.

In July, 1818, the Duke of Richmond arrived in Canada, as Governor General.

A Montreal paper of the same year makes the announcement that "the swift steamboat 'Walk in the Water,' is intended to make a voyage early in the summer from Buffalo, on Lake Erie, to Michillimackinac, on Lake Huron, for the conveyance of company. The trip has so near a resemblance to the famous Argonautic expedition, in the heroic, that expectation is quite alive on the subject."

On the 28th of August, 1819, the Duke of Richmond died from the effects of a bite he received while making a tour in the Upper Province. The same year the Rideau Canal, connecting the St. Lawrence and Ottawa rivers, was commenced by the British Government.

"In the year 1822, the British Government had resolved to re-unite the two Provinces, and a bill was introduced into parliament for that purpose; the opposition to it, however, was so great, that it was withdrawn, till the wishes of the people of the Province on the subject could be ascertained. By this bill the governor was to be empowered to erect the townships, as yet unrepresented, into counties, each to consist of not less than six townships, and to return a member to the Assembly. The whole number of representatives for each Province, was not to exceed sixty. As a qualification, each member must possess a freehold of the clear value of five hundred pounds sterling, over and above all incumbrances. Two members of each of the Executive Councils of either Province, were, in virtue of an appointment under the hand and seal of the governor, to take seats in the Assembly, with the right of taking part in the debates, but not to vote. The Assembly was to be elected for five years. Neither of the two houses was to be capable of imprisoning for breach of privilege any of his Majesty's subjects, not being members or officers, or servants of the house, until an act were passed by the legislature, defining what these privileges were. All written proceedings of the Legislative Council and Assembly were to be in the English language only, and at the expiration of fifteen years after the union, all debates in those bodies were to be carried on solely in English."

In the Upper Canada Gazette of this year, we find on the 18th of April, an article headed TWO DAYS LATER FROM ENGLAND, announcing news to the 13th of February. And in another part of the same paper is an advertisement which proves that the settlers there at any rate were not inclined to "throw physic to the dogs," while their determination to combine health with loyalty was certainly very commendable.

"Wanted.

"We, the subscribers, feeling the want of a medical gentleman of liberal education and *undoubted loyalty*, to practise in the village of Bath, will pay annually the amount opposite our respective names, to any person of that description who will establish himself among us.

"Peter Davy.....	£6	5	0	Samuel Harlow....	£1	0	0
"John Clark	5	0	0	Henry Meade	1	0	0
"John Carscullen	3	0	0	John Trumpour	1	0	0
"Timothy Thompson .	1	0	0	John Ham, senr	2	0	0
"Geo. A. Clark	1	0	0	Benjamin Booth	1	0	0
"William Church	1	0	0				

"N. B.—These are but a small portion of the inhabitants, who will sign liberally as soon as a doctor of the above description will settle among us: but in the name of all the residents, we invite such a person,

well assured that he will have a wide and extensive practice in and about the Bay Quinté."

In another number of the same paper we perceive an advertisement which shows that the colonists of those days were a much more easy-going set of folks than the busy, bustling men of business in these times of steam and telegraphs. The article in question states, that the "Richmond Packet," Edward Oates, master, will regularly leave York for Niagara, every Monday, Wednesday and Friday, returning on the alternate days, *either in the morning or the evening*, "*as the wind and passengers may suit.*"

And in the Kingston Chronicle of the same date, we find the following: "On Thursday night, the new steamboat Dalhousie, made her first entry into this port. This vessel has been built at Prescott, and supplied with an engine of Canadian manufacture, which being of twenty horse power, propels her at the rate of *about seven miles an hour*. The accommodation for passengers, considering the small dimensions of the vessel, are very well arranged. As two steamboats now ply between Prescott and Kingston, every facility is afforded for travelling."

The measure for re-uniting the Upper and Lower Provinces, caused considerable opposition in the latter, although the inhabitants of the eastern townships were in favour of it. Each party had sent an agent to England to advocate their views, and in the following year (1823), a despatch was received announcing that the Home Government, although still in favour of the union, had relinquished the measure for the present.

The British Government had consented that the sum of £100,000 should be raised by way of loan for the purpose of indemnifying the inhabitants of the Upper Province for their losses, by destruction of property, &c. during the late war, and had offered to guarantee the payment of half the amount of interest, the Province providing the remainder. The Upper Province, however, was unable by itself to raise the money, and applied to the Legislature of Lower Canada to assist it in so doing by imposing additional duties on wines, refined sugar, muscovado sugar, and an *ad valorem* duty on merchandize. The application was in vain, as the House of Assembly of Lower Canada did not consider the state of trade in the Province such as would justify it in imposing additional duties; at the same time it expressed its sympathy with the distresses of the people in the Upper Province.

In the year 1827, the British Government determined to discontinue the old system of making free grants of land, the practice having led to great abuses. For the future all land was to be sold, and a commissioner of crown lands was appointed

In March, 1831, the House of Assembly presented a long list of grievances to the Governor General, which his Excellency forwarded to the Home Government, admitting that some of them were well founded, and the Imperial Parliament passed an act giving the Colonial Assembly full power over the Colonial revenues.

In 1832, the cholera first made its appearance in Canada, and was very fatal in most of the towns and villages. In the same year the project of annexing the city and island of Montreal to the Upper Province, as a seaport, was proposed at a meeting at York, and was discussed for some time in the Upper Canada papers, but met with very little favour from those below.

The breach which had been for some time forming between the House of Assembly and the Imperial Government began to widen.—During this year the Assembly decreed that the judges should be independent of the Crown, and should have permanent salaries assigned them, but that only the chief justice should hold a seat in the Executive Council. When the bill was sent home, Lord Goderich refused the Royal assent. The Assembly, following the example set them in the Lower Province some time previously, declined to do more than pass *annual* bills of supply, attached the names of individuals to the salaries voted, and decided that several offices should not be held by one individual. This measure was rejected in England, and the Assembly then demanded the abolition of the Legislative Council, and the substitution of an elective one.—This was refused by the Government and the secretary of the Colonial Department, Lord Stanley, lectured the colonists for their conduct. This produced a greater feeling of irritation, and in 1834, the Assembly refused to vote the supplies, and sent Mr. Viger to England to lay before the government a statement of grievances.

In 1835, a commission was appointed to inquire into the alleged grievances and their remedy; and the Colonial Secretary on the part of the government expressed his readiness to surrender the disposal of the entire revenue to the Assembly, on condition of their making an independent provision for the judges, and fixing the salaries of the civil officers for ten years; he also agreed to place the whole proceeds of the sales of unclaimed lands at the disposal of the Assembly, but would not part with their management.

In 1837, there was a large majority in the House of Assembly against the government, public meetings were held, and violent speeches made; and in consequence of some of the proceedings the governor dismissed 18 magistrates, and 35 militia officers. In the mean time the discontented party were preparing for a struggle, meetings were held, secret training

was practised, proclamations were issued, and in some places the people went so far as to elect their own magistrates and militia officers. The newspapers fanned the flame and in a short time riots commenced in Lower Canada, and armed bodies of men set the government at defiance. The troops were called out for service, and an action took place at St. Denis between a party of soldiers under Colonel Gore, and a large party of rebels, about 300 of the latter were killed and the leaders escaped to the United States.

Some very severe remarks are made by both Lord Durham and Lord Sydenham, upon the conduct of the dominant party in Upper Canada at this time, to whose assumption and division of all places of power and profit amongst themselves, they ascribe the subsequent outbreak. When the disturbances commenced in Lower Canada Sir Francis Bond Head, determined to send the whole of the British troops below, and to depend entirely upon the loyalty and patriotism of the inhabitants of the Upper Province to maintain peace and check any attempt of the insurgents to commit mischief. On the 4th of December, 1837, the *army of the rebels* collected a few miles up Yonge Street for the purpose of making a descent upon and taking Toronto; but after remaining on the ground for two or three days to acquire courage, a party of militia and volunteers from the town marched up the road to give battle. The engagement however did not last long; one or two discharges of fire arms took place, when the assailed remembered that "the better part of valour was *discretion*," and that "he who fights and runs away, may live to fight another day; but he who's in the battle slain, *can never live to fight again*." The borders of the Province during the rebellion were considerably annoyed by a set of scoundrels from the United States, who styling themselves "*sympathisers*" under the pretence of assisting the "patriots," crossed over to Canada and committed considerable depredations. Having obtained possession of arms, ammunition, and several pieces of cannon, a party of them stationed themselves on Navy Island in the Niagara river, and a steamer called the Caroline, belonging to the United States, was used for the purpose of conveying stores, &c. from the main land to the island. A large body of militia having collected on the opposite shore, the commanding officer directed a party to intercept the boat on her passage. A night attack was made and after a short struggle she was taken possession of, set on fire, and sent down the stream, when she was precipitated over the falls of Niagara and dashed to pieces. An American citizen named Durfee was killed in the affray, and several others were wounded. In the month of January, 1841, a British subject residing in Canada, named Alexander McLeod, was suddenly arrested while engaged on business within the territory of

the State of New York, and thrown into prison by the authorities, on the charge of having been concerned in the destruction of the Caroline and the alleged murder of Durfee. A correspondence immediately ensued between the British Ambassador, Mr. Fox, and Mr. Forsyth, the American Minister of Foreign Affairs. Mr. Fox called upon the government of the United States to take prompt and effectual steps for the liberation of Mr. McLeod, as the destruction of the steamboat Caroline was a public act of persons in Her Majesty's service, obeying the orders of their superior authorities; that act therefore, according to the usages of nations, could only be the subject of discussion between the two national governments. It could not justly be made the ground of legal proceedings in the United States against the individuals concerned, who were bound to obey the authorities appointed by their own government. Mr. Forsyth in his reply, after stating the anxious desire of his government to maintain amicable relations between the United States and England, "regretted that the President found himself unable to recognise the validity of a demand, the compliance of which was deemed so material to the preservation of the good understanding which had hitherto existed between the two countries; as the offence with which McLeod was charged was committed within the territory of the State of New York, and must be decided according to the laws of that State."

Mr. Fox in reply, said he was not authorized to state what were the views of Her Majesty's Government on this subject, but it was his own opinion that this refusal, and the ill-treatment of McLeod, would lead to serious consequences, and reiterated his former statement that the attack on the Caroline was made in pursuance of orders from the Colonial authorities, and that the Caroline was a piratical vessel, and was but nominally within the jurisdiction of the United States. And the authorities of New York had been unable to maintain their jurisdiction at the place where the Caroline was attacked, or even to prevent the pirates from carrying off from that place the cannon belonging to the State.

"Mr. McLeod was imprisoned at Lockport, and when it was heard there, at the latter end of February, that he was to be released upon bail, a large public meeting was immediately held, and a committee was appointed to confer and to remonstrate with the judge by whom the bail had been admitted, and with the persons who had become bound for the prisoner. This was in the evening; about midnight the assemblage learned that their wishes would be fulfilled in the morning. After placing a guard over the court house, the mob adjourned till morning. The party left to guard the court house, had a cannon placed in front

of it, which they continued firing from time to time. In the morning the meeting again assembled, and then the judge and one of Mr. McLeod's bail attended to explain, and to announce that Mr. McLeod had been again delivered into custody.

"This outrageous proceeding was denounced in Congress, but ulterior measures were not taken to vindicate the violated majesty of the law, as the grand jury at Lockport immediately afterwards found a bill against McLeod for murder, and he was detained in jail to await his trial.

"McLeod was, in the month of May, removed by *habeas corpus* from Lockport to New York, in the custody of the Sheriff of Niagara county. Previously to this, the following note, dated the 12th of March, 1841, was sent by Mr. Fox to Mr. Webster, the new American Foreign Secretary:—

"Her Majesty's Government have had under consideration the subject of the arrest and imprisonment of Alexander McLeod, on a pretended charge of arson and murder; and I am directed to make known to the Government of the United States, that the British Government entirely approved of the course pursued by him. I am instructed to demand formally, and in the name of the British Government, the immediate release of Alexander McLeod, for the reason that the transaction was of a public character, planned and executed by persons duly authorized by the Colonial Government to take such measures as might be necessary for protecting the property and lives of Her Majesty's subjects; and being therefore an act of public duty, they cannot be held responsible to the laws and tribunals of any foreign country."

The answer of Mr. Webster admitted the rule that as the Government adopted the *act*, the subject should not be held responsible.

"But now arose another difficulty. Supposing that the general Government of America admitted this principle, as between it and Great Britain, yet the complicated nature of the federal system gave the State of New York a separate claim as was alleged, to abjudicate in the case of McLeod, irrespective of the question of international law, on account of the violation of its territory, and murder of one of its citizens, when the Caroline was attacked.

"This claim was brought before the supreme court of New York, and long arguments were heard on both sides; and as the court wished to take time to consider its decision, it made an order that McLeod should be discharged from the custody of the sheriff of Niagara, and committed to that of the sheriff of New York. In the month of July the supreme court delivered its judgment, overruling the plea that he acted under the orders of the British Government, and was therefore irrespon-

sible. Judge Cowen pronounced the decision, and McLeod was accordingly left in the custody of the sheriff, to take his trial for murder and arson at Utica, at the next assizes.

"At last the trial of McLeod took place at Utica, in the State of New York, on the 4th of October. A great many witnesses were examined, and the defence set up on behalf of the prisoner was that of an *alibi*—convincing evidence being offered of the presence of McLeod at some distance from the scene of action, at the time the Caroline was attacked The jury consequently returned a verdict of "not guilty." We have gone somewhat into detail in this case, as at the time it caused considerable excitement on both sides of the lakes, and at one time threatened to produce a war between the United States and England.

In 1838, the Earl of Durham was sent out to Canada as governor general and high commissioner for the purpose of adjusting the affairs of the Province, and produced a "report" on the Provinces, which has been admired by some, and found fault with by others. He recommended the re-union of the two Provinces. Some animadversions having been made in the House of Commons on some of the proceedings of the earl, he resigned his post and returned to England. After the governor had left the Province, the insurgents again attempted to take the reins of government into their own hands. Insurrectionary movements took place in the Lower Province, and several smart actions were the consequence. In the Upper Province three or four bands of pirates, (they deserve no better name) invaded the Province and did considerable damage; but by dint of a little wholesome correction the repetition of such proceedings was checked.

Sir John Colborne, was left in Canada to take the command.

The British Government on deliberation determined to adopt the recommendation of Lord Durham, and re-unite the Provinces, and Mr. Poulett Thompson was sent out as governor general.

A bill was introduced into the House of Commons, to effect the union, this however was withdrawn for the purpose of acquiring additional information on the subject, and in 1839, a second bill was introduced which was passed and became law. The principal provisions of this act are as follows:—

That within the United Provinces there shall be one Legislative Council and one Assembly, to be called, "The Legislative Council and Assembly of Canada."

The Crown to appoint the Legislative Council, who shall not be fewer than twenty in number, and shall be appointed for life.

No person to be chosen a legislative councillor unless he is a subject of Her Majesty either by birth or naturalization, and 21 years of age.

Members of the Legislative Assembly to possess freehold property of the value of five hundred pounds sterling, above all encumbrances.

Any bill may be disallowed by the crown, at any time within two years.

All writs, proclamations, public instruments, &c. to be written and printed in the English language.

All duties and revenues heretofore belonging to the separate Provinces of Upper and Lower Canada, to form one fund for the public service of the United Provinces.

Any public debt owing by either Province to be borne by the United Provinces.

Mr. Thompson on his arrival called together the council of the Lower Province, and laid before them certain resolutions, as a basis on which to found an act of union; these resolutions were adopted by a majority of 12 to 3, and the governor then proceeded to Upper Canada, and called together the Parliament. The Legislative Conncil agreed to the terms proposed by a majority of 14 to 8. In the House of Assembly the terms of the measure met with more opposition, but it was at length agreed to by a considerable majority.

Mr. Thompson, writing at this time, gives the following ludicrous, but not very flattering account of the state of affairs in the Lower Province: "No man looks to a practical measure of improvement. Talk to any one upon education, or public works, or better laws, you might as well talk Greek to him. Not a man cares for a single practical measure, the only end, one would suppose, of a better form of government. They have only one feeling, a hatred of race. The French hate the English, and the English hate the French, and every question resolves itself into that, and that alone. There is possitively, no machinery of government; everything is to be done by the governor and his secretary. There are no heads of departments at all, or none whom one can depend on. The wise system heretofore adopted has been to stick two men into the same office whenever a vacancy occurred, one a Frenchman, and the other a Britisher! Thus we have joint crown surveyors, joint sheriffs, &c. each opposing the other in everything he attempts."

We find in the Journals of the first session of the Parliament of "United Canada," that a committee was appointed to draft an Address to the Queen, requesting that the Parliament might be held alternately at Quebec and Toronto. Among other arguments made use of in favour of the arrangement, they say, "That many of the inhabitants of the late Provinces of Lower and Upper Canada, relying on the emphatic language of his late Majesty, King William the Fourth, 'that a Union of the Provinces of Upper and Lower Canada was not a measure fit to

be recommended to Parliament,' and, therefore, not anticipating any such enactment, did, under the conviction that Toronto and Quebec would continue the seat of Government in their respective Provinces, expend the greater part of their means on fixed property, and will, therefore, be impoverished, and many of them exposed to the greatest sacrifices, should the seat of Government be wholly removed." The question having been put to the vote, there were found in favour of alternate Parliaments, 26, viz.: Armstrong, Aylwin, Baldwin, Barthe, Black, Buchanan, Campbell, Christie, Dunn (Hon. J. H.), Durand, Hincks, Hopkins, MacNab (Sir A. N.), Merritt, More, Neilson, Parent, Quesnel, Ruel, Small, Steele, Taché, Taschereau, Thompson, Turcotte, Viger (Hon. D. B); against the motion, 21: Cameron, Cartwright, Cook, Daly (Hon. D.), Day (Hon. C. D.), Derbishire, DeSalaberry, Dunlop Foster, Gilchrist, Harrison (Hon. S. B.), Johnston, McDonald (Prescott), Morris, Ogden (Hon. C. R.), Parke, Roblin, Simpson, Smith (Frontenac), Smith (Wentworth), Sherwood. The British Government, however, did not consider the measure advisable, and refused to assent to it. The seat of Government was then removed to Kingston, where it remained till the year 1844, when it was carried to Montreal.

On the 25th of April, 1849, the House was sitting. The Governor General had given Her Majesty's assent to a bill to remunerate certain parties for their losses during the rebellion, "when the proceedings of the House were interrupted by vollies of stones and other missiles, thrown from the streets, through the windows, into the Legislative Assembly Hall, which caused the committee to rise, and the members to withdraw into the adjoining passages for safety, from whence Mr. Speaker and the other members were almost immediately compelled to retire, and leave the building, which had been set fire to on the outside." The building was completely destroyed, with the whole of the valuable library, in which were 1800 volumes on the Province alone, many of which can probably never be replaced. In consequence of the destruction of the Parliament buildings, the House met in the Bonsecours Market Hall.

On the 4th of May, the Hon. Mr. LaTerrière moved, "That this House taking into consideration the deplorable events which occurred in the city of Montreal, on Wednesday, the 25th day of April last, when a numerous and riotous assemblage of evil-minded persons attacked, about nine o'clock at night, the building in which this House was then sitting, in consequence of which the Archives as well as its Library were totally destroyed, and all the important business of this country violently interrupted; that this House further considering the character of the riots, the burnings which have since taken place, and the tu-

multuous meetings which are daily held in several portions of this city, with the avowed object of threatening and controlling the acts of the Legislature, is fully convinced that its deliberations are no longer free, and that it is most urgent that the present session should be closed."

The consideration of the subject was postponed.

On the 19th of May, the Hon. Mr. Sherwood moved, that an Address be presented to His Excellency the Governor General representing that it is advisable to convene the Parliament alternately at Toronto and Quebec, during periods not exceeding four years at each place, and that the records and proceedings should henceforward be made out in duplicate, so that one copy may be deposited in the vaults of the Parliament House in Toronto, and the other within the walls of the citadel of Quebec.

The Hon. Mr. Macdonald moved, in amendment, "That at the time of the Union the seat of the Provincial Government was, after due consideration, fixed at *Kingston*, and the first Parliament of United Canada held at that place.

"That the government purchased a large and valuable tract of land in Kingston for the purpose of erecting thereon the public buildings required for the accommodation of the government and legislature, and that this tract still remains public property, and available for such purpose:

"That the inhabitants of Kingston expended large sums of money in providing for the increase of population consequent on its being made the capital of the Province, in the expectation, and on the assurance of its remaining permanently the metropolis.

"That the subsequent removal of the seat of Government to *Montreal* was deeply injurious to the prosperity of Kingston, and ruinous to very many of its inhabitants who had embarked their capital in providing accommodation for the influx of population.

"That, in the opinion of this House, *Kingston*, from its central situation at the foot of the great chain of lakes, and at the head of the river St. Lawrence, from its accessibility at all seasons of the year, and from the strength of its position and fortifications, is peculiarly well adapted for the seat of the Government of this Province.

"That these considerations, as well as the recollection of the uninterrupted peace kept, and respect for the law shewn, by the people of Kingston, while it remained the capital of the Province, induce this House to recommend His Excellency to appoint Kingston again as the seat of Government and the place for convening the Provincial Legislature, should he, in the exercise of the Royal Prerogative, be pleased to remove it from its present location."

This amendment was negatived, and Mr. Lyon then moved, "That the situation of the town of Bytown presents all those advantages already enumerated, and from its being situated so literally upon the boundary line of Upper and Lower Canada, it is evident that there is no other point where the jealousies of the two Provinces respecting the site of the seat of Government are so likely to be absorbed, &c. &c."—This was negatived, and the original motion was then put, when the numbers were, in favour of the motion, 33, viz: Messrs. Armstrong, Baldwin, Blake, Boulton of Norfolk, Bolton of Toronto, Boutillier, Cameron of Kent, Cauchon, Chabot, Chauveau, Christie, Duchesnay, Fergusson, Fortier, Fournier, Fourquin, Guillet, Hall, Laurin, Lemieux, Marquis, McFarland, Merritt, Méthot, Notman, Polette, Price, Sherwood of Toronto, Smith of Wentworth, Taché, Thompson, Watts, and Wetenhall.

Against the motion, Messrs. Beaubien, Cartier, Crysler, Davignon, De Witt, Drummond, Dumas, Galt, Gugy, Holmes, Johnson, La Fontaine, Macdonald of Glengary, Macdonald of Kingston, Sir Allan N. MacNab, Malloch, McConnell, Nelson, Papineau, Prince, Robinson, Seymour, Sherwood of Brockville, Smith of Frontenac, and Viger, 25. So that the removal of the seat of Government was carried by a majority of eight.

Bouchette gives the following graphic description of the dissimilarity in the character of the native Canadians to the race from whence they sprang: "Crimes of the more atrocious description are almost unknown amongst us; murder, arson, as well as attacks generally on the person, are seldom heard of. The people are, for the most part, of a mild disposition; a broil or fight at their meetings of pleasure seldom occurs; and the more fierce and deadly passions of our nature are never roused by the pressure of famine. The habit of settling differences by personal collision does not exist among them; the law affords the only remedy which they willingly adopt; and they consequently seem, and are in fact, litigious. The petty mischiefs arising from this spirit, however, are more than compensated by the absence of all those dreadful scenes which are exhibited in countries where the law is a luxury only for the rich; and where the poor man, if he wishes redress for an injury or insult, must seek it by an attack upon the person of the offender. In France, since the revolution, the practice of duelling seems to have spread through the whole population. The military spirit generated by the wars attendant on that mighty regeneration, however, was never breathed into the French Canadians; and the English practice of *boxing* has not hitherto become a favourite diversion. The comparative cheapness of law, moreover, gives an immediate outlet to the angry passions: the slow and deadly revenge of the Indian was therefore never adopted; and

thus, in spite of being derived from the French, governed by the English, and living with the Indians, the people are free from the private pugnacity of all of them: this, added to the absence of want, accounts for the almost perfect absence of all the more dreadful crimes known in other lands.

"When speaking of the education of the people, I shall have to estimate the degree of knowledge possessed by them; I may here, nevertheless, allude to their intellectual character generally. To those persons who know the English character, who understand the spirit of *fun* which reigns throughout the whole land, the sedateness, and almost mock gravity of the American native, must be a matter of surprise.—The American has not a particle of *fun* in his whole composition; if he jokes, it is the saddest thing in nature; if he attempts to be witty, it is by the aid of Joe Miller; he labours in a vocation to which he is unaccustomed, and for which he is by no means fitted. There is something of this sort of discrepancy between the character of the French and the Canadians. A more good-humoured people than the latter can hardly be found; but the sparkling vivacity, the vehemence of temper, the tiger-like passion, and brilliant, fiery wit of a Frenchman are not to be found among them. They are sedate, nay almost grave; have their temper under controul; and still, without the gay vivacity of the French, are free also from the fierceness of their passions. They are by this means, a happier people, though perhaps less attractive. Though shrewd, perhaps I might say cunning, they exhibit not the same quickness of intellect which the French peasant is possessed of; they seize not with rapidity a new idea; have little *tact* in the management of men to their purposes, not perceiving the means of winning their way by the aid of other men's weaknesses, and moulding to their will the peculiar character and temper of each. Few nations possess this sort of power to the same extent as the Irish, and in this point the Irish and French assimilate; but the Canadian is as incapable in this particular as an Englishman or a Scotchman."

CHAPTER III.

UPPER CANADA; ITS POPULATION, RESOURCES, TRADE AND COMMERCE.

The Upper Province has made far more rapid strides than Lower Canada, as the following statement of the population of the two will show. In 1617 Quebec contained but 52 inhabitants. In 1666 the population of Canada had increased, principally by immigration, to 3418; in 1667, from the same cause, to 4312; in 1668 to 5870; in 1677 to 8500; in 1679 to 9400; in 1680 to 9719; in 1688 to 11249; in 1714 to 20000; in 1719 to 22530; in 1720 to 24434; in 1721 to 24511; in 1734 to 37252; in 1760 to 60000; in 1763 to 76275; in 1783 to 113112; in 1790 to 123000. In

1806	Upper Canada contained..	80000			
1808	" "	..100000			
1814	" "	.. 95000			
1821	" "	..122716			
1823	" "	..150000			
1825	" "	..158027	Lower Canada	1825	..423630
1830	" "	..210437	"	1827	..471876
1834	" "	..320693	"	1831	..511922
1839	" "	..407515	"	1844	..690782
1842	" "	..486055	"	1848	..770000
1848	" "	..723292			
1849	" "	..791000			

In 1795 commissioners were appointed on the part of the two Provinces to settle what portion of the duties payable on goods, wares, or merchandize, entering the Lower Province, should be allowed to, and received by, the Upper Province. This sum was fixed by the commissioners at one-eighth of the revenue that might be derived from the customs duties of the Lower Province. The amount received by Upper Canada, under this agreement,—

For the years 1793 and 1794, was	£	333	4	2	currency.
For the year 1795		1205	2	10	"
" " 1797		1040	0	0	"
" 1801		903	0	0	"
" 1802		2017	0	0	"
" 1809		3964	0	0	"

Net Revenue of the Province of Canada West, or Upper Canada, for the years 1846, *and* 1847.

Heads of Revenue.	1846.	1847.
Net Customs	£391171 1 3	£381063 11 10
Excise	18640 8 0	28820 14 8
Territorial	23526 0 1	25757 15 6
Lighthouse duty	819 12 11	865 19 1
Bank imposts	15899 1 1	16006 7 2
Public Works	48480 7 4	42557 8 5
Militia commissions	48 10 0	43 8 3
Fines and forfeitures, including seizures	3330 4 10	2247 4 9
Interest on public deposits	2525 16 5	1008 14 10
Casual revenue	8552 16 9	8455 10 2
Total	£512993 18 8	£506826 14 8

1849.

Heads of Revenue.	Where Collected.		Totals.
	Canada East.	Canada West.	£ s. d.
Customs, Montreal and Quebec	£243852 4 2		243852 4 2
Do. Inland ports	27256 9 9	£141518 4 6	168774 14 3
Excise	6140 12 8	14991 4 0	21131 16 8
Lighthouse, or tonnage duty		1009 9 7	1009 9 7
Bank imposts			10763 4 6
Militia commissions, fines, &c.		21 5 1	21 5 1
Fines and forfeitures, including seizures			1315 9 2
Casual revenue	12759 1 1	1620 2 3	14379 3 4
Public works			42615 1 7
Territorial			9568 14 7
Total			£513431 2 11

Canada, from being a mere station for French dealers in furs, has within the last fifty or sixty years become a great agricultural and commercial country. Then, its exports consisted almost entirely of beaver, buffalo, wolf, martin, and a few other skins; now, its exports of agricultural produce, wheat, flour, pork, butter, &c., are immense—and those of timber are also enormous: formerly, even *bricks* were brought from England (probably under the idea that there was no *clay* in Canada! Nor need we be surprised should the merchants at home in those days have formed such an idea, when we find that during the American war the British Government, who should have been better

informed, sent out, at a great expense, casks to *hold fresh water* for the supply of the fleet acting on the lakes). In 1791 ninety vessels of all sizes visited the port of Quebec; of these, 36 were ships, 1 snow (whatever description of vessel that might be), 47 brigs, and 6 schooners.

In 1805 the arrivals were 146 vessels, having an aggregate tonnage of 25136 tons.

In 1808 the arrivals were 334 vessels, having an aggregate tonnage of 66373 tons.

In 1809 the arrivals were 440 vessels, having an aggregate tonnage of 87825 tons.

In 1810 the arrivals were 635 vessels, having an aggregate tonnage of 138057 tons.

And in the same year 26 vessels, having an aggregate tonnage of 5836 tons, were built in the Province.

In 1812, 532 vessels, with a tonnage of 116687 tons, cleared at Quebec, 37 of which had been built at Quebec.

In 1813, there were cleared 399 vessels, having a tonnage of 86,436 tons

—of these were built at Quebec, 21 vessels..... 5898 "
1814, cleared from Quebec, 198..... 46514 "
1814, built at Quebec,.... 8..... 2658 "
1815, cleared,..... 194..... 37382 "
1815, built at Quebec,.... 10..... 1462 "
1819, cleared at Quebec,.. 409..... 94675 "
1820, arrived,..... 585.....147754 "
1820, built at Quebec,.... 7.....———
1822, arrived at Quebec,.. 583.....145272 "
1823,.....ditto..... 538.....134062 "
1827,.....ditto..... 619.....152712 "
1828,.....ditto..... 716.....183481 "
1830,.....ditto..... 967.....238153 "
1831,.....ditto.....1016.....261218 "
1842,.....ditto..... 864.....307687 "
1844,.....ditto.....1232.....451142 "
1844, arrived at Montreal, 207..... 49635 "
1845, arrived at Quebec,..1489.....576541 "
1845, arrived at Montreal, 210..... 51848 "
1846, arrived at Quebec,..1480.....568225 "
1846, arrived at Montreal, 219..... 55566 "
1847, arrived at Quebec,..1210.....479124 "
1847, arrived at Montreal, 234..... 63381 "
1848, arrived at Quebec,..1188.....452436 "
1848, arrived at Montreal, 162..... 41811 "
1849, arrived at Quebec,..1184.....465088 "
1849, arrived at Montreal, 144..... 37425 "
1850,.....

STATEMENT *of the number and tonnage of vessels registered at the Ports of Quebec and Montreal, and inland ports of the Province of Canada, and of vessels employed on the inland waters, not registered, for the year* 1849.

Ports.	Number of steamers.	Tonnage.	Number of sailing vessels.	Tonnage.
Montreal	31	4616	62	8535
Quebec	28	4403	348	46449
Inland ports	32	6045	65	7496
Number registered	91	15064	475	62480
Number unregistered	12	1105	145	8815
Total	103	16169	620	71295

In the year 1752, two ships laden with Canadian wheat arrived at Marseilles; this was probably the first grain sent from the Colony. Bouchette, in his work on Canada, gives the following tables of shipments of bread stuffs from the Province, from 1793, to 1802, and from 1816, to 1822.

Year.	Biscuit—Cwts.	Flour—Barrels.	Wheat—Bush.
1793	9800	10900	487000
1794	15000	13700	414000
1795	20000	18000	395000
1796	3800	4300	3106
1797	8000	14000	31000
1798	12000	9500	92000
1799	21500	14400	129000
1800	25000	20000	217000
1801	32300	38000	473000
1802	22051	28300	1010033
Besides 7500 bushels of flax seed,	and 4000 bushels	of peas, oats,	and barley.
1816	456	1137	.....
1817 and 1818	22700	69100	546500
1819	11200	12100	37800
1820	8800	45000	320000
1821	11200	22600	318400
1822	13500	47700	145000

EXPORTS *from St. Johns and Quebec during the years* 1824, 1825, 1826, *and from Quebec for* 1827.

From St. Johns.	1824.	1825.	1826.
Salt, bushels	18625	5524	2118
Rum, gallons	1718	525	2
Dry codfish, lbs	10586	12064	4402
Beaver, skins	20099	15822	16154
Muskrat skins	138238	119441	34230
Martin skins	3555	8317	1385
Racoon skins	103	62	513
Otter skins	669	386	789
Merchandize	4832	3200	2572
Specie	£26953	97174	32766

From Quebec.	1824.	1825.	1826.	1827.
Masts	1132	988	751	983
Spars	1289	1799	2892	1999
Oak timber, tons	19994	33152	23822	21763
Pine timber, tons	96026	128078	129151	86090
Staves	3657188	3934410	4164688	5476548
Stave ends	30416	19295	61191	68612
Deals and boards	1052147	1479565	823922	1621658
Hoops	147800	125536	98888	34
Ashes, barrels	55108	65502	39589	27303
Wheat, minots	5396	718019	228635	391420
Oats, minots	3968	11100	3907	19385
Flour, barrels	41001	40003	33671	53839
Pork, barrels	8843	14446	9496	7589
Martin skins	7685	21959	39619	9484
Otter skins	2053	2054	1698	808
Beaver skins	20799	13962	7510	7355
Racoon skins	3522	2061	6433	.....
Muskrat skins	5405	61357	15128	4511
Deer skins	1838	798	5459	5427

EXPORTS *from Quebec in* 1829 *to Great Britain.*—537 *vessels,* 162883 *tons,* 7089 *men.*

Masts and bowsprits	973 pieces.	Battens	50530
Spars	1679 pieces.	Batten ends	47
Oak timber	24411 tons.	Oars	22940
Pine timber	123510 tons.	Handspikes	20218
Ash timber	2579 tons.	Lathwood	794 cords.
Elm timber	7683 tons.	Oak billets	43 cords.
Birch and Maple timber	1068 tons.	Firewood	7½ cords.
Standard staves & heads	1315471	Shooks	217 packs.
Pipe & puncheon staves	3111728	Pearlash	9371 barrels.
Barrel staves & heading	60921	Potash	21054 barrels.
Stave ends	49512	Wheat	40462 minots.
Deals, 3 inch	896365	Oats	100 minots.
Boards and planks	57280	Peas	11993 minots.
Deal ends	32775	Indian Corn	60 minots.

Flax seed	4183 minots.
Flour	2859 barrels.
Flour	4 half bls.
Indian Meal	2 barrels.
Apples	293 barrels.
Pork	3 barrels.
Hams	1 box.
Tongues	2 kegs.
Butter	145 pounds.
Essence of spruce	10 barrels.
Ditto	2 boxes.
Canada balsam	43 kegs.
Ditto	3 carboys
Oil cake	37 tons.
Hides	1 bale.
Hides	100 loose.
Horns and tips	11 casks.
Ditto	26250 loose.
Bees wax	45 casks.
Ditto	4934 pounds
Indian curiosities	15 boxes.
Birds and insects	2 boxes.
Minerals	2 boxes.
Honey	910 pounds
Trees and plants	27 pac'ges.
Leaf tobacco	128094 pounds
Nuts	6 barrels.
Stoves	2
Cranberries	4 barrels.
Ditto	19 kegs
Hops	7000 pounds
Castings	10 pac'ges.
Black lead	15 casks.
Codfish	70 cwts.
Salmon	247 tierces.
Salmon	2 punchs.
Do.	69 barrels.
Do.	2 half bls.
Do. smoked case	1
Trout	6 barrels.
Mackerel	10 barrels.
Herrings	30 barrels.
Fish oil	1280 gallons.
Seal skins	3 puns.
Ditto	2 barrels.
Ditto	1 bale.
Ditto	1265 loose.
Martin skins	13542
Fox skins	1772
Lynx skins	384
Minx skins	3100
Fisher skins	202
Beaver skins	8858
Muskrat skins	43716
Deer skins	1324
Bear and cub skins	377
Racoon skins	110
Otter skins	1223
Wolverine skins	4
Cat skins	97
Moose deer skins	2
Martin tails	1994
Fisher tails	280
Minx tails	320
Racoon tails	29
Beaver coating	51 lbs.
Muskrat stuff	30 lbs.
Castorum	293

To Ireland.—34 *vessels,* 63053 *tons,* 2794 *men.*

Masts and bowsprits	5 pieces.
Spars	920 pieces.
Oak timber	1943 tons.
Pine timber	43629 tons.
Ash timber	1754 tons.
Elm timber	969 tons.
Birch and maple timber	693 tons.
Standard staves and heading pieces	534980
Pipe & puncheon staves	880764
Barrel staves and head'g	230632
Stave ends	33871
Deals, 3 inch	65803
Boards and planks	90973
Deal ends	10783
Battens	12444
Oars	2542 pieces.
Handspikes	1580 pieces.
Treenails	1650
Lathwood	273 cords.
Shooks	20 packs.
Canoe	1
Pearlash	172 barrels.
Potash	2438 barrels.
Apples	9 barrels.
Essence of Spruce	5 kegs.
Hides	10 loose.
Trees and plants	4 cases.
Cranberries	3 kegs.
Salmon	3 ½ bls.

To Portugal.—1 *vessel,* 209 *tons,* 6 *men.*

Staves and heading pieces..... 21020.

To Fayal.—1 *vessel*, 105 *tons*, 10 *men.*

Oak timber	60 tons.	Pipe and puncheon staves and heading	1940
Ash timber	6 tons.	Butter	20143 pounds
Elm timber	10 tons.	Canada balsam	1 barrel.
Birch timber	26 tons.	White lead	208 kegs.
Oars	36 pieces.	Crown glass	50 crates.
Handspikes	45 pieces.		

To Cape of Good Hope.—1 *vessel*, 170 *tons*, 10 *men.*

Pipe and puncheon staves and headings	4800	Sperm candles	820 pounds
Barrel staves	1191	Rosin	5 barrels.
Biscuit	476 pounds	Codfish	303 cwts.
Flour	360 barrels.	Salmon	25 tierces.
Lard	7400 pounds	Herring	450 barrels.
		Mackerel	130 barrels.

To the United States.—1 *vessel*, 99 *tons*, 5 *men.*

Old rags	136 bags.	Old iron	65 tons.

To the British North American Colonies.—96 *vessels*, 7132 *tons*, 408 *men.*

Masts and bowsprits	10	Muffs and tippets	2 boxes.
Spars	85	Hats	1 box.
Oak timber	13½ tons.	Pearlash	5 barrels.
Pine	16 tons.	Potash	1 keg.
Elm	3 tons.	Barley	3384 minots.
Boards	2479 pieces.	Oats	820 minots.
Pipe and puncheon staves and heading	9600	Peas	778 minots.
Barrel staves	266305	Indian corn	45 minots.
Heading	10 barrels.	Potatoes	1149 minots.
Oars	134 pieces.	Malt	850 minots.
Handspikes	60	Flour	7621 barrels.
Hoops	15700	Indian meal	1109 barrels.
Shooks	4900 packs.	Biscuit	775 cwt.
Empty casks	175	Apples	161 barrels.
Shingles	50,000	Ditto	1 half bls.
Treenails	1500	Onions	170 barrels.
Beef	2926 barrels.	Pork	3354 barrels.
Beef	534 half bls.	Ditto	352 half bls.
Hams	4918 pounds.	Cigars	29 boxes.
Bacon	1828 pounds.	Ale and beer	3090 gallons.
Sausages	20 pounds.	Ditto	32 dozen.
Lard	18623 pounds.	Cider	60 gallons.
Butter	44399 pounds.	Ditto	4 dozen.
Cheese	4104 pounds.	Peppermint	63 gallons.
Soap	43168 pounds.	Vinegar	4 gallons.
Candles	25513 pounds.	Linseed oil	359 gallons.
Tallow	1656 pounds.	Canada balsam	5 bottles.
Oil cake	13 tons.	Castorum	2 pounds.
Honey	25 pounds.	Trees and plants	1 box.
Plug tobacco	16726 pounds.	Ditto	56 loose.
Leaf ditto	5934 pounds.	Moccasins	1 hogshead
Snuff	911 pounds.	Ditto	1029 loose prs
		Stoves	125

Boots and shoes	21 cases.
Boots and shoes	11 pairs.
Shoes	256 packs.
Calf skins	28
Kip ditto	24
Leather	2 boxes.
Ditto	2 sides.
Ditto	1 bale.
Ditto	6 bundles.
Ditto	5 rolls.
Buffalo robes	45
Fur caps	4 boxes.
Ditto	148 loose.
Chairs	162
Hay	16 tons.
Salmon	34 tierces.
Tables	1
Gigs	1
Sleighs	1
Harness	6 sets.
Horns	6 hhds.
Ditto	1 barrel.
Axes	20 bundles.
Iron hoops	603 bundles.
Ginger nuts	236 pounds.
Salmon	6 barrels.

British West Indies.—58 *vessels,* 8043 *tons,* 457 *men.*

Spars	92 pieces.
Oak timber	3 tons.
Pine ditto	1½ tons.
Maple	36 feet.
Pipe and puncheon staves and heading	1483652 pieces.
Oars	1805
Hankspikes	254
Boards	11808
Planks	299
Shooks	2624 packs.
Hoops	83850 pieces.
Shingles	110865
Boats	1
Knees	150
Oats	7622 minots.
Peas	200 minots.
Barley	224 minots.
Indian corn	100 minots.
Potatoes	2789 minots.
Turnips	108 minots.
Beets	10 minots.
Carrots	52 minots.
Flour	844 barrels.
Flour	195 half bls.
Indian meal	577 barrels.
Ditto	145 punch'ns
Biscuit	579 cwt.
Apples	171 barrels.
Onions	520 barrels.
Pork	5320 barrels.
Ditto	1008 half bls.
Beef	2995 barrels.
Ditto	1973 half bls.
Ditto	15 qr. bls.
Hams, rounds, &c.	44201 pounds.
Tongues	15074
Sausages	416 pounds.
Mutton	1876 pounds.
Tripe	192 pounds.
Lard	6891 pounds.
Butter	32647 pounds.
Cheese	2164 pounds.
Soap	12464 pounds.
Candles	5868 pounds.
Oil cake	72 tons.
Tallow	60 pounds.
Plug tobacco	244 pounds.
Leaf ditto	2528 pounds.
Snuff	36 pounds.
Ginger nuts	688
Ale and beer	11083 gallons.
Cider	1400 gallons.
Ditto	452 dozens.
Linseed oil	337 gallons.
Essence spruce	1 box.
Raspberry vinegar	44 dozen.
Liqueurs	34 dozen.
Pickles	2 cases.
Preserves	10 cases.
Mackerel	146 barrels.
Herrings	508 barrels.
Ditto	35 half bls.
Alewives	88 barrels.
Caplin	6 barrels.
Lobsters	20 kitts.
Blacking	6 casks.
Axes	4 casks.
Nuts	9 barrels.
Juniper berries	40 kegs.
Cranberries	5 barrels.
Ditto	8 kegs.
Lavender water	3 cases.
Carriage	1
Chairs	2 dozen.
Horses	171
Codfish	11082 cwt.
Salmon	172 tierces.
Ditto	104 barrels
Ditto	74 half bls.
Ditto	5 kitts.
Ditto smoked	35 boxes.
Cod sounds	515 pounds.
Fish oil	1416 gallons.

In addition to these, there were Exports from Gaspé, and from New Carlisle. We cannot forbear inserting the list of *Imports* at Quebec for the same year, as it gives a curious hint of the state of society in the colony at that time. One might imagine that a whole army of Sir John Falstaffs had lately chosen the Province for the scene of their carousals; there is so much wine and spirits to the "pennyworth of bread."—Read it not, ye Rechabites! 'tis enough to make even Father Mathew feel hazy in the head.

From Great Britain.—Vessels with cargoes, 219*; ditto in ballast,* 320*; tonnage,* 163439 *tons.*

Wines, Madeira	14796 gallons.	Wines, Greek	94 gallons.
Port	33657 gallons.	French	9619 gallons.
Spanish	4311 gallons.	Rum, Jamaica	13671 gallons.
Teneriffe	20694 gallons.	Leeward Island	60883 gallons.
Sicilian	1221 gallons.	Brandy	80869 gallons.
Sherry	8881 gallons.	Gin	13028 gallons.
Fayal	1971 gallons.	Whiskey	48 gallons.
Pico	7637 gallons.	Refined sugar	626299 pounds.
Lisbon	347 gallons.	Muscovado ditto	261605 pounds.
Malaga	296 gallons.	Coffee	37119 pounds.
Mountain	460 gallons.	Snuff	22 pounds.
Rhenish	316 gallons.	Playing cards	20442 packs.
Hock	15 gallons.	Salt	264010 minots.
Hungarian	20 gallons.		

From Ireland.—Vessels with cargoes, 54*; ditto in ballast,* 111*; tonnage,* 44426 *tons.*

Wines, Port	677 gallons.	Brandy	436 gallons.
French	902 gallons.	Gin	729 gallons.
Rum, Jamaica	3423 gallons.	Sugar, muscovado	14394 pounds.
Leeward Island	33 gallons.	Tobacco, leaf	11676 pounds.
Whiskey	668 gallons.	Salt	38088 minots.

*From Jersey.—*1 *vessel,* 88 *tons.*

Wines, Port	794 gallons.	Wines, French	1360 gallons.
Teneriffe	3896 gallons.	Liqueurs	475 gallons.
Spanish	32 gallons.		

*From Gibraltar.—*1 *vessel,* 105 *tons.*

Wines, Spanish	7928 gallons.	Cigars	35 boxes.
French	211 gallons.	Tobacco	18950 pounds.
Brandy	636 gallons.		

*From Spain.—*2 *vessels,* 572 *tons.*

Wines, Madeira	757 gallons.	Liqueurs	24 gallons.
Spanish	3591 gallons.	Salt	12022 minots.
Brandy	3494 gallons.		

From Portugal.—8 *vessels,* 1290 *tons.*

Wines, ...	880 gallons.	Salt	43078 minots.

From Teneriffe.—1 *vessel,* 104 *tons.*

Wine	23789 gallons.

From B. N. A. Colonies.—Vessels with cargoes, 72*; ditto in ballast,* 32*; tonnage,* 12898 *tons.*

Rum, Jamaica	26421 gallons.	Coffee	11745 pounds.
Leeward Island ...	210129 gallons.	Sugar, refined	2198 pounds.
Molasses	11324 gallons.	Ditto, muscovado	935468 pounds.
Wines, Port	4266 gallons.	Tea, ...	11671 pounds.
Sherry	29 gallons.	Cigars	24000 boxes.
Spanish.....	788 gallons.	Salt	8037 minots.
French	253 gallons.	Pimento	561 pounds.
Flour.....	355 barrels.		

From British West Indies.—Vessels with cargoes, 57*; ditto in ballast,* 4*; tonnage,* 8996 *tons.*

Rum, Jamaica	246093 gallons.	Coffee	20688 pounds.
Leeward Island ...	569630 gallons.	Sugar, muscovado .....3515182 pounds.	
Molasses	73121 gallons.	Pimento	14080 pounds.
Shrub	240 gallons.	Rice	14000 pounds.
Gin	100 gallons.	Salt	5265 minots.
Brandy	142 gallons.		

From United States.—Vessels with cargoes, 5*; ditto in ballast,* 4*; tonnage,* 2271 *tons.*

Tobacco, leaf	54919 pounds.	Corn meal	999 barrels.
Ditto, manufactured,	13800 pounds.	Indian corn	3978 bushels.
Cigars	100 pounds.	Biscuit	6610 pounds.
Rice	52218 pounds.	Cotton wool.....	7 bales.
Flour	928 barrels.	Butter	306 kegs.
Rye meal.....	750 barrels.	Pork	100 barrels.

The following articles, the growth, produce, or manufacture of Canada were exported during the season of 1849.

Denomination.	Quantity.	Value.
Ashes, Pot	25947 barrels	£138975 1 7
Ashes, Pearl	11281 barrels	73204 1 11
Ashes, and black salt	272½ tons	2266 1 0
Timber, Ash	1665 tons	1665 0 0
Do. Birch	3360 tons	5015 0 0
Do. Elm	35340 tons	45437 0 0
Do. Maple	34 tons	46 17 0
Do. Oak	28283 tons, 20000 pieces	66813 6 8
Do. Pine, red	101765 tons	127262 10 0
Do. Pine, white	291099 tons, 970106 feet	250814 6 4
Do. Tamarac	3660 tons, 104 pieces	3732 10 10
Do. Walnut	210 tons, 40000 feet	471 18 8
Do. Basswood	73 tons, 150 pieces	87 6 8
Staves, standard	925¼ M	46673 11 9
Do. other	4008 M	71693 11 1
Do. shooks	7021 pieces	745 14 0
Deals	2940008 pieces	199058 0 0
Deal ends	189825 pieces	9484 0 0
Battens	254831 pieces	13324 18 7
Plank and board	88451288 feet, 105221 pieces	171039 18 4
Spars, masts, and handspikes	24250 pieces	14760 9 3
Oars	28694 pieces	3587 10 0
Lathwood	10745 cords, 1500 bundles	7217 10 9
Shingles	15931 M	3866 10 5
Do. wood	989½ cords	989 5 0
Saw logs	58185 number	25359 5 6
Cedar posts	810¾ cords	156 14 3
Railroad ties	20807 pieces	3162 5 5
Other woods		7995 10 6
Furs		32631 19 10
		£1327537 15 4
Bacon and hams	2730 cwts., 253 packages	£1554 13 3
Beef and pork	43052 cwts., 2731 brls., 133½ bls.	12520 7 8
Butter	3950 cwts., 4787 kegs	18414 0 6
Cheese	16 cwts., 20 packages	114 0 9
Lard	3414 lbs., 124 bls., 292 kegs, 80 t.	995 11 4
Tallow	1 barrel	6 0 0
Tongues	42 kegs	45 2 10
Cows	7255 No.	19891 12 4
Horses	3345 No.	40911 11 6
Hogs	627 No.	209 6 0
Sheep	8490 No.	1766 2 6
Sheep skins	8660 No., 216 cwts.	728 6 9
Hides	27 No., 27 bales	51 4 7
Bones	194 tons	340 0 0
Horns	30400 pairs	150 0 0
Hoops	12 tons	36 10 0
Wool	143270 lbs	6576 10 8
		£104311 0 8

Articles, the growth, produce, or manufacture of Canada, &c.—Continued.

Denomination.	Quantity.	Value.
Fish, dried	450 cwts.	£ 220 0 0
Fish, pickled	3165½ bls., 1 keg, 380 cwts., 1691 casks	5386 7 9
Fish, fresh		79 2 6
Fish, oil	42 casks	120 0 0
		£5805 10 3
Iron		£ 25031 11 3
Cottons		48 8 9
Woollens		50 13 0
Leather		288 18 1
Hardware		2353 4 11
Paper	1310 reams	192 0 0
Candles	13 boxes, 6103 lbs.	187 0 8
Soap	52 boxes, 26586 lbs.	330 8 0
Oil cake	226½ tons	1602 10 3
		£30084 14 11
Ale and Beer	288 gallons, 224 casks	£ 336 7 6
Whisky	781 barrels, 157 gallons	1413 2 3
Other spirits	6296 gallons	1247 1 8
Vinegar	150 gallons	8 19 4
		£3005 10 9
Wheat	1002269 bushels	£ 194024 2 6
Flour	490335 barrels	528958 2 9
Maize	28924 bushels	3914 12 6
Barley and rye	27381 bushels	3203 6 3
Meal	29368¾ barrels	27099 16 4
Biscuit	886 cwts., 19 brls., 65 bags.	817 14 9
Beans and Peas	190960 bushels, 58 brls.	25771 9 1
Oats	348773 bushels	21125 12 7
Hops	24687 lbs., 4 bales, 5 pkts.	387 5 6
Bran	2051 cwts., 1622 bags	303 18 4
Flax seed	50 barrels, 340 bushels	138 0 0
Other seeds	35116 bushels, 44½ barrels	996 2 2
Vegetables		223 16 8
Potatoes	11766 bushels	830 8 3
Malt	1045½ bushels	159 0 0
Apples	1347 barrels	888 1 5
Balsam	62640 lbs., 8 brls., 31 pkgs.	802 14 3
Maple sugar	5594 lbs., 3 boxes	44 16 0
Eggs	132620 dozen	2444 8 1
Honey	10 boxes	18 11 9
Bees wax	1220 lbs., 8 packages	94 6 9
Tobacco	46800 lbs.	390 0 0
		£821608 5 11
Sundries		£35211 14 10

RECAPITULATION.

Classes.	Total value of Exports.	To Great Britain.	The other Colonies.	United States.	West Indies.
Products of the forest	£1327537 15 4	£1009669 8 2	£1475 3 10	£314273 3 4	£ 595 0 0
Ditto fisheries	5805 10 3	12 18 3	220 0 0	5462 12 0	110 0 0
Animals and their produce	104311 0 8	9006 17 4	7290 6 5	86390 12 3	1623 4 8
Manufactures	30084 14 11	1682 16 3	1274 19 0	27126 19 8	.....
Liquors	3005 10 9	1248 16 6	328 6 6	1428 7 9	.....
Agricultural productions	821608 5 11	326540 8 4	105580 6 10	388224 0 9	1263 10 0
Unenumerated	35211 14 10	262 15 10	412 9 5	34536 9 7	.....
Totals	£2327564 12 8	£1348424 0 8	£116581 12 0	£857442 5 4	£3591 14 8
Of these there were shipped from Quebec	£1020176 14 4	£943405 6 4	£66577 1 4	£5400 6 8	£3268 10 0
Ditto ditto Montreal	451342 2 10	401629 6 7	49712 16 3	.....	.....
Ditto ditto Inland ports	856045 15 6	3389 7 9	291 14 5	852041 18 8	323 4 8

Total value of goods imported into Canada during the year 1849, *showing the country from whence they were imported.*

Classes.	Total value.	From Gt. Britain	The Colonies.	United States.	Forgn. countries.
Goods liable to duty	£2733399 4 7	£1621457 18 3	£48914 6 6	£1021746 8 4	£41280 11 6
Free goods	269200 7 9	47544 14 4	3 0 6	221108 12 6	544 0 5
Totals	£3002599 12 4	£1669002 12 7	£48917 7 0	£1242855 0 10	£41824 11 11

RETURN *of the value of Goods imported into the several Ports of Canada, during the years* 1848 *and* 1849.

[Taken from the Government Returns.]

PORTS.		Value. 1848. £	s.	d.	Value. 1849. £	s.	d.
Quebec and Outbays		453270	8	8	394025	3	11
Montreal		1613027	17	9	1236533	6	3
Ports over £100000	St. Johns	276673	3	9	303409	17	9
	Hamilton	235344	18	5	280756	5	4
	Toronto	197225	5	3	326863	17	9
Ports over £20000	Kingston	75947	8	9	96011	12	7
	Brockville	26556	17	6	40125	18	5
	Port Stanley	37902	13	1	39055	7	2
	Chippewa	32788	8	8	29904	10	8
	Belleville	11182	8	8	21296	5	8
Ports over £10000	Cobourg	13067	10	8	17105	19	7
	Port Dover	14624	4	8	14308	8	0
	Fort Erie	10220	6	8	11861	3	0
	Port Hope	8883	17	2	10839	3	11
	Phillipsburg	19925	17	0	12032	13	2
	Prescott	12944	10	5	11879	10	6
	Stanstead	14151	14	9	16456	2	5
Ports over £5000	Chatham	8781	6	5	6394	5	8
	Dunnville	5641	11	7	5580	15	7
	Hallowell	3029	17	1	7509	3	11
	Niagara	8546	2	10	9933	11	1
	Oakville	6914	15	9	7768	18	1
	Queenston	7805	13	5	6173	16	1
	Port Sarnia	4329	15	10	5437	8	3
	Sandwich	7513	7	2	7095	1	8
	Whitby	2902	12	6	5755	2	6
	Port Dalhousie	6253	2	7	6684	2	1
Ports over £1000	Amherstburg	4645	1	2	4913	5	11
	Bath	4059	19	3	3949	10	5
	Bytown	——	—	–	1008	6	8
	Port Burwell	3009	6	7	2574	6	5
	Cornwall	1963	16	7	3054	15	0
	Clarenceville	2128	4	9	1811	5	1
	Compton	702	12	5	1143	1	7
	Dickenson's Landing	3524	0	5	1903	14	10
	Darlington	3219	5	11	3041	5	6
	Dundee	4038	15	1	2767	1	3
	Freligsburgh	5185	7	1	4612	2	9
	Gananoqui	2368	3	2	1929	13	11
	Goderich	2176	15	4	2602	8	1
	Hemmingford	2303	1	10	2459	14	11
	Huntingdon	2084	13	9	1744	1	8

Ports over £1000.....	Lacolle.....	6540	10	0	3396	5	8
	Mariatown	2312	5	8	1420	7	9
	Newcastle	3169	19	11	2574	18	9
	Potton	1974	12	4	3836	10	1
	Sault Ste. Marie.....	4709	11	5	4280	2	3
	Turkey Point	3069	17	3	4980	10	5
	Wallaceburg	1329	0	7	1276	11	1
	St. Regis	3145	19	3	2285	5	8
Ports over £500.....	Bond Head	817	2	0	760	6	8
	Port Credit.....	753	5	9	944	10	7
	Grafton	262	8	5	678	9	3
	Port Maitland.....	413	1	9	854	9	7
	Milford.....	330	6	8	502	11	0
	Rond Eau	281	12	3	943	0	9
	Russeltown	1267	12	6	890	4	2
	Sutton	795	2	8	773	4	5
	Wellington	302	9	10	676	17	8
	Owen's Sound.....	274	16	5	357	8	0
Ports under £500.....	Beauce.....	472	5	8	260	2	0
	Port Colborne.....	453	9	11	172	11	4
	Eaton	484	1	5	248	12	17
	Elgin	207	12	6	195	7	5
	Penetanguishine	279	17	7	103	8	6
	Rivière aux Raisins	64	17	5	53	15	11
	Coteau du Lac.....	751	6	11	106	0	11

The following tables will show the annual amount of all property in Upper Canada ratable under the old assessment laws for purposes of taxation, from the year 1825 to 1847, both inclusive. This table gives not the *actual* value, but the value at which the property is rated for taxation under old statutes. Thus, wild land, the average value of which is at least 15s., is rated at 4s. per acre, and cultivated land is only rated at £1, whereas the lowest average is from £2 10s. to £3 per acre.

Years.	Population.	Uncultivated acres.	Cultivated acres.	Houses.	Grist Mills.	Additional run of stones.	Merchants shops.	Store-houses.	Horses.	Oxen.	Cows.
1825	158027	2500304	535212	8876	232	71	456	54	22589	23900	51216
1826	.....	2641725	614254	9732	250	80	487	57	24095	26580	61954
1827	.....	2826070	632607	9889	262	94	496	51	25520	29128	67349
1828	.....	2977807	678618	10183	274	98	548	68	27303	30879	67945
1829	.....	3008777	717552	11291	296	102	604	72	28388	33451	75091
1830	210437	3244410	775014	12082	273	121	748	91	30777	33770	80909
1831	.....	3570389	818432	13605	291	135	757	95	33197	36057	83519
1832	261060	3799014	916773	14550	320	152	854	96	36601	38941	91676
1833	.....	4115253	981955	16446	307	173	1025	105	40249	41870	95042
1834	320693	4171995	1034816	16771	328	192	957	123	41866	42445	99474
1835	.....	4476368	1208508	18488	352	199	982	117	47724	46066	109605
1836	372502	4807406	1283133	20951	356	227	1043	133	54616	48929	120 84
1837	.....	4736268	1453556	22057	366	233	1198	117	57170	49347	123028
1838	.....	4853890	1206493	19513	359	251	917	99	52732	38577	109991
1839	407515	5113423	1587676	25049	420	298	1036	113	66220	47569	136951
1840	.....	5290014	1710000	25857	420	294	1123	130	72734	49317	144900
1841	465357	5310103	1740664	27960	443	334	1211	145	76747	50271	163663
1842	486055	5548357	1916319	31638	455	359	1299	164	83755	55137	173394
1843	.....	5783197	1993659	33190	451	375	1330	154	88062	58531	184186
1844	.....	5845935	2166101	35631	465	369	1431	155	94168	62306	187298
1845	.....	6072076	2311238	37214	478	417	1636	174	98598	65127	199537
1846	.....	6182419	2464704	39625	492	426	1868	180	105517	68963	211565
1847	.....	6477338	2673820	42937	527	475	1945	179	113812	72017	218653

Years.	Young Cattle.	Saw Mills.	Carriages kept for pleasure.	Amount of assessed value of property.	Gross amount of all local taxes.
1825	23501	394	587	£2256874 7 8	£10235 8 2
1826	24806	422	582	2409064 17 9	9940 4 11
1827	27918	460	750	2442847 11 0	11509 10 5
1828	29527	515	968	2579083 3 4	12533 12 3
1829	34844	535	982	2735783 10 10	12732 17 5
1830	33396	555	986	2929269 9 2	13355 10 6
1831	35194	533	1111	3143484 10 0	15320 10 11
1832	35250	671	1203	3415822 0 1	16503 6 10
1833	36089	723	1421	3796040 4 2	18397 5 7
1834	36769	788	1409	3918712 14 2	19806 1 5
1835	39329	753	1495	3880994 13 6	22464 8 4
1836	44698	902	1720	4605103 1 9	23169 0 8
1837	48598	860	1627	4431098 8 9	24337 14 8
1838	42514	774	1467	4282544 3 9	24077 12 3
1839	47624	953	1769	5345372 11 6	33210 16 7
1840	48625	963	1863	5607426 7 8	37463 14 4
1841	59955	980	1936	6269398 12 6	43908 16 8
1842	76648	982	2188	6913341 9 3	58354 12 11
1843	84326	1169	2648	7155324 18 6	64849 9 3
1844	79050	1246	3042	7556514 12 5	74736 5 0
1845	78665	1272	3810	7778917 9 6	76291 10 6
1846	74370	1401	4510	8236677 18 0	84137 5 9
1847	76935	1489	4685	8567001 1 0	86058 16 0

In compiling the preceding account of the past history of Canada, we have been compelled to gather our materials wherever we could find them. Champlain, Charlevoix, Kalm, La Potherie, Heriot, are our most ancient authorities. We are also in some measure indebted to the researches of Warburton, Christie, and Bouchette. A general review of the Province, with a more particular account of its productions, natural and artificial: its natural history, botany, geology, &c., will be found in a subsequent part of the work.

Counties of
ESSEX, KENT,
AND
LAMBTON.
Divisions of Counties
do. of Townships
Roads
Grist Mills
Saw Mills
Scale of Miles
0
12
LAKE HURON
Kettle Point
Indian Reserve
R. aux Sables
Lake Burwell
594 feet above the Sea
BOSANQUET
Errol
WARWICK
Warwick
PLYMPTON
Port Huron
Port Sarnia
SARNIA
Indian Reserve
St. Clair
Froomfield
Corunna
BROOKE
Palmer
MOORE
Sutherlands
ENNISKILLEN
River
Sydenham
EUPHEMIA
Newport
DAWN
SOMBRA
Zone Mills
N. Branch of R. Sydenham
Algonac
R. Sydenham or Bear Ck.
Dawn Mills
ZONE
Gore of CHATHAM
Gore of CAMDEN
Moravian Village
Dresden
Thamesville
Lawsons
Walpole Island
Wallaceburg
CAMDEN
Indian Reserve
St. Annes Island
CHATHAM
LAKE
Thedford Mond
Louisville
ORFORD
HOWARD
National Boundary Line
DOVER
Chatham North
Mc Gregors Creek
Middle Road
ST. CLAIR
EAST
River Thames
Chatham
HARWICH
Morpeth
Antrim
DETROIT
R. aux Peches
R. aux Puces
Belle River
R. Ruscom
DOVER WEST
Cooks Corner
Blenheim
Shrewsbury
RALEIGH
Windsor
Tecumseh
Road
Sandwich
River Detroit
SANDWICH
MAIDSTONE
ROCHESTER
WEST TILBURY
EAST TILBURY
Tuttles Road West
Maidstone Cross
Ruscom
Erieus
ESSEX
ROMNEY
ANDERDON
GOSFIELD
MERSEA
Amherstburg
COLCHESTER
Talbot Road West
MALDEN
Colchester
Point Pelee
LAKE ERIE
564 feet above the Sea

CANADA:

PAST, PRESENT AND FUTURE.

ESSEX, KENT, AND LAMBTON.

These Counties form what, until lately, was called the "Western District," and comprise the following Townships:—Essex contains Anderdon, Colchester, Gosfield, Maidstone, Mersea, Malden, Rochester, and Sandwich. Kent contains Camden, Chatham, East and West Dover, Harwich, Howard, Orford, Raleigh, Romney, East and West Tilbury, and Zone. Lambton contains Brooke, Dawn, Bosanquet, Enniskillen, Euphemia, Moore, Plympton, Sarnia, Sombra, and Warwick. Essex returns a Member to the House of Assembly, as do also the United Counties of Kent and Lambton.

The Western District contains one million six hundred and seventeen thousand five hundred acres of land; of which quantity have been granted or appropriated, one million three hundred and eighty-nine thousand five hundred and sixty acres. Of this eighty seven thousand five hundred acres are Indian Lands;—leaving, Clergy Reserves, two hundred and eleven thousand two hundred and ten acres; and vacant land, sixteen thousand seven hundred acres.

This portion of the Province has been long settled. The Township of Sandwich, on the western border of the District, commenced settling as early as the year seventeen hundred and fifty, by disbanded soldiers from the French Army. The land was laid out in arpents, instead of acres, according to the French mode of measuring; one hundred and eighty arpents being equivalent to two hundred acres. At the sitting of the first Provincial Parliament, in the year seventeen hundred and ninety-two, this District was first called the Western; it then contained only sixteen Townships, viz., Kent contained Dover, Chatham, Camden West, Orford, Howard, Harwich, Raleigh, Romney and Tilbury. Essex comprised Rochester, Mersea, Gosfield, Maidstone, Sandwich, Colchester and Malden. The Western part of Canada generally commenced settling by English, about the year seventeen hundred and eighty-four. The

English government appears to have followed the example set them by the French, and to have settled the country with disbanded soldiers, about the very worst class of men to form a first settlement with in a new country. These persons were supplied with a year's provision, farming implements, and two hundred acres of land to each private soldier, three hundred to a corporal, four hundred to a sergeant, one thousand to a subaltern, and two thousand to a captain. These lands seldom remained long in the hands of those who obtained them, being generally parted with for a mere trifle; and we have heard of a farm of one hundred acres, which, even at a much later date, was purchased for a flitch of bacon.

According to the calculations of Mr. Gourlay, in eighteen hundred and seventeen, the population of the District at that time amounted to four thousand one hundred and fifty-eight. In eighteen hundred and twenty-four, the number had increased to six thousand nine hundred and fifty-two, and in eighteen hundred and thirty-two, it amounted to ten thousand six hundred and twenty-seven.

Malden commenced settling in the year seventeen hundred and eighty-four, as did also Colchester, Gosfield, and Mersea, under the name of "the new settlement," in contradistinction to the old French Settlement on the Detroit River; Raleigh, in seventeen hundred and ninety-two; Dover, Chatham, Camden West, Harwich, Howard, and Orford, in seventeen hundred and ninety-four. The Earl of Selkirk commenced a settlement in the Township of Dover, which he called "Baldoon," in the year eighteen hundred and three, with a party of one hundred and eleven people. The situation was badly chosen, and was sickly, and forty-two of the settlers died the first season: and the settlement was afterwards nearly destroyed by an invading party of Americans, during the war. The Earl caused a road, called "Baldoon Street," to be cut out from the settlement to the River Thames, but from part of the road passing through an extensive marsh, which renders it impassable during a considerable portion of the year, the settlement has gradually dwindled away.

The Western District is bounded on its northern and western borders by Lake Huron, the River St. Clair, Lake St. Clair, and the Detroit River. These waters formed, until lately, the great highway, or rather the only highway, to the north-west and west. All the traffic to the States of Wisconsin and Iowa, the north of Illinois, and the north and west of Michigan, passed the doors of the settlers on the Detroit and St. Clair Rivers, and all the produce of these regions found its way back by the same route to the south-east. The completion, however, of the

Michigan Railway, and the opening of the Illinois and Michigan Canal have caused a complete revolution in the carrying trade to and from those States. A large portion of the passenger traffic now passes along the Railway, as being the quickest route, and the greater portion of the farming produce of the north-west now finds its way by the Canal and the Mississippi River to New Orleans, instead of being sent through the Erie Canal to New York. This, the inhabitants say, has materially diminished the steamboat traffic on these western waters, while the general adoption, by most of those remaining, of coal for their furnaces instead of wood, has been a considerable loss of trade to the wood-cutters on the River St. Clair. The Fisheries, however, still continue flourishing and remunerative. Pickerel and herring are taken at various parts of the River St. Clair, wherever, in fact, it is possible to draw a net. Salmon-trout are taken with lines. Long lines, about a mile in length, are set out, with a number of hooks attached, baited with small herrings.

The principal fishing stations in the northern waters of the District are, Point Edward, at the entrance of Lake Huron—immediately above the mouth of the Chenail Écarté, and two or three other points on the River St. Clair. The average take of the season here will be about—

100	barrels	Salmon Trout,	valued at	$6	per barrel.
200	do.	White Fish,	do.	$6	do.
600	do.	Pickerel,	do.	$4½	do.
400	do.	Herring,	do.	$3½	do.

On the Detroit River the take of fish is very much greater. The principal fish taken here is that most delicious of all fresh water fish, the "White Fish," of which very large quantities are taken during the season, which commences about the first of October, and continues through November. About four thousand barrels are annually packed for exportation, besides which there are probably two thousand barrels sold fresh as they are caught. The principal fisheries on the River are on the banks of Grosse Isle, Grass Island, and Belle Isle on the American side, and on the Canadian side Bois Blanc, Peach Island, and Fighting Island, in addition to every available point on the main land where a seine can be drawn. The fish find a ready market in the States of Ohio, Pennsylvania, Indiana, and New York. The fishermen are altogether French Canadians. Both Canadians and Americans prefer them to all others for that kind of employment, considering that one gang of French Canadians will do more work than double the number of any other countrymen. The fish are sold at an average of five dollars per barrel at the fisheries.

The River St. Clair, proper, is about twenty-five miles in length, and from three-quarters of a mile to a mile and a half in breadth. In many parts of its bed are numerous springs, some of which discharge a considerable body of water, with so much force as to cause a strong agitation even on the surface of the water. At one place in particular, a short distance below Port Sarnia, the commotion is so great that the Indians have taken notice of it, and say that his Satanic Majesty once came up there and went down again. Within the memory of persons still living, three channels connected the River St. Clair with Lake Huron; two of these became gradually filled up and covered with vegetation, forming with the islands a projecting cape, to which the name of Point Edward has been given, and enclosing a capacious bay, capable of holding a considerable fleet of Lake craft, which is used for shelter by American as well as British shipping—the American side of the river being destitute of harbours.

In various parts of the River St. Clair are clay banks called "flats," which are very teasing to navigators, and it is a frequent occurrence for vessels to run aground on them. Opposite the upper portion of the Township of Moore is an island called "Stag Island," or "Isle aux Cerfs," which contains about one hundred and fifty acres, about fifty of which are fit for cultivation, the remainder being marsh. The island belongs to the Indians, but is leased to some of the white settlers. When the River St. Clair reaches the Lake, it divides into five separate channels, forming islands, some of which are of considerable extent. The widest of these channels is that called the north channel, but that principally travelled is the Walpole Channel, which divides Walpole Island from Harson's Island. The other channels are the Eagle Channel and Turtle Channel, on the American side, and the Chenail Écarté, and Johnson's Channel, separating Walpole Island from St. Anne's Island, on the British side.

Lake St. Clair is in its widest part about twenty-six miles across, and in length, from the head of the Detroit River to the entrance of the River St. Clair, it is about twenty-five miles. In the upper portion of the lake are several islands, the principal of which, belonging to the Canadian side, are Walpole Island, which is held as an Indian reserve, and St. Anne's Island. All the islands to the west of Walpole Island belong to the Americans.

No part of the Lake St. Clair is of any great depth, and a large portion of it is very shallow, so much so that from the mouth of the Thames to near the entrance of the Detroit River, a man may walk with safety to a distance of half a mile from the shore; and it is usual to employ horses to tow up the scows used to carry cordwood and staves to De-

troit, to the stations on the lake where they are intended to load, and from the numerous stones and large boulders scattered along the shore, it is necessary for them to keep a considerable distance from land.

Bear Creek discharges itself into the Chenail Écarté, and the Thames, River Ruscom, Belle Rivière, Rivière aux Puces, Rivière aux Pêches, and other small streams, empty themselves into Lake St. Clair. These streams are, near the termination of their course, all sluggish; so much so that it is sometimes difficult for a stranger to decide if the rivers supply the lake, or the lake the rivers. They are also bordered by a considerable extent of marsh, which, when the water is low towards the end of Summer, and the sun acts upon the decayed vegetable matter, emits a deleterious miasma, which acts injuriously upon the systems of those not accustomed to it, and causes a considerable amount of sickness. At other seasons the country appears to be tolerably healthy. At the entrance of the Detroit River, near the Canadian shore, is an island called Peach Island, containing about one hundred and fifty acres, about fifty of which are fit for cultivation, but it is used principally as a fishing station, for which it is well situated.

The Detroit River is about twenty three miles in length, and from one to two miles in width. Besides Peach Island it contains, "Fighting Island," three miles below Sandwich, which contains about eighteen hundred acres, of which only three hundred are fit for cultivation, the remainder being marsh which is used for grazing cattle—and Bois Blanc Island, situated opposite Amherstburg, it contains about two hundred and thirty acres, all of which are fit for cultivation. The timber was cut down during the rebellion in order to give the forts a greater command of the channel on the American side. There are block houses on the island which are generally garrisoned by parties of the Canadian Rifles. On the south point of the island, which commands a view of Lake Erie, is a Light-house. About thirty acres of the island are under cultivation, of which the Light-house keeper is allowed twenty, and the remainder is used as gardens by the soldiers stationed here. The rest of the island is principally used as pasture for cattle. There are other islands in the river, some of which belong to the Americans. Immense flocks of ducks breed in the marshes bordering the rivers and islands, and with the snipes, which are also numerous, give plenty of occupation to the sportsman. From the great prevalence of north, north-west, and north-east winds in Canada, a steam tug-boat is much wanted in these waters, schooners being often weather-bound for days together. We were forcibly reminded of this want by seeing at the entrance of the Detroit River a fleet of twenty-two schooners at anchor, waiting anxiously for a fair wind, losing their time, and uncertain how

long they might be detained. There can be no doubt that to place a powerful tug-boat on the station, to tow at reasonable rates, would prove a most profitable speculation.

The counties of Essex, Kent and Lambton, are well watered by numerous streams running through them, although from the generally level surface of the country, they are not so well provided with mill sites as most other portions of the Province. And it is a singular circumstance, that the lower portions of the Thames and Sydenham Rivers, are actually *deeper* than any portion of the Lake St. Clair, into which they discharge themselves. The principal rivers in these counties are, the Thames, formerly called "La Tranche," the north, or principal branch of which, takes its rise in the large swamp to the north of the Huron Tract, and enters the county of Kent, in the south-east corner of the township of Zone; it then forms the dividing boundary between Zone and Orford, Camden West and Howard, Chatham and Harwich, and enters Lake St. Clair between Dover, on the north, and Raleigh and Tilbury, on the south. At Louisville, which is eighteen miles by land from its mouth, the river becomes navigable for steamboats and schooners, and has deep water close to the banks, so that vessels can load by merely putting out planks to the shore. From Louisville, the river is of an average depth of sixteen feet, some parts being considerably deeper, and it is from two hundred to three hundred feet wide. The next stream in point of importance, is the river Sydenham or Bear Creek. The east or principal branch of which takes its rise in the townships of Lobo and Caradoc, in the county of Middlesex, and enters the county of Kent, in the township of Euphemia, where it supplies the motive power for Smith's Mills and Zone Mills: it then passes between Dawn and the Gore of Camden, supplying Dawn or Taylor's Mills, and enters the Chenail Écarté in the township of Sombra. At Dresden, which is twelve miles from the forks, it becomes navigable for steamboats and schooners, which can load at the banks. At the forks, it receives the north branch, which takes its rise in the townships of Warwick and Brooke, runs across the township of Enniskillen, and the corner of Moore, and joins the east branch in the Township of Sombra. The north branch is navigable for about five miles from the forks, the water in each branch ranging from ten to twenty feet in depth. At the forks is a hole, which is said to be forty feet deep.

Bear Creek is said to have a greater depth of water at its entrance than the Thames, and is therefore more convenient for vessels navigating it. During the season a variety of fish is taken in these streams. Sturgeon of large size have been taken in McGregor's Creek, above

Chatham; and during the spawning season, whitefish have even been known to ascend Bear Creek, as far as the Township of Warwick.

Complaints having for a long time been accumulating from the settlers in the more remote Townships of the District, of the great inconvenience to which they were subjected in having to travel such a distance to transact their business at the District Town, at a great loss of both time and money; measures were taken to remedy the grievance by dividing the District into two, and erecting Chatham into the District Town of the new District. For this purpose an Act was passed on the ninth of July, eighteen hundred and forty seven, entitled, "An Act to divide the Western District of the Province of Canada, and for other purposes therein mentioned," from which the following are extracts:—

III. And be it enacted, That the District Councillors for the Townships in the said County of Kent, shall, and they are hereby authorised, at a public meeting to be by them holden for that purpose, at some convenient place, within the said Town of Chatham, so soon after the passing of this Act as may be convenient, (a notice signed by a majority of the said Councillors, calling such meeting, and fixing upon the time and place thereof, having been served at least ten days before that fixed for the meeting on each of the Councillors, entitled to attend the same,) to procure by such means as to the said Councillors, or the major part of them present at such meeting, or at any adjourned meeting of the said Councillors, shall deem fitting and proper, plans and elevations of a Gaol and Court House, to be laid before them for the purpose of thereafter selecting and determining upon one by the Councillors then and there assembled as aforesaid.

IV. Provided always, and be it enacted, That such Gaol and Court House for the said District of Kent, shall be erected on the ground reserved as a site for a Gaol and Court House, in the said Town of Chatham, which ground, and the said Court House and Gaol, shall be from and after the Proclamation aforesaid, vested in the District Council of the said District of Kent, until which time the same shall be and are hereby vested in the Building Committee hereinafter mentioned.

X. And be it enacted, That it shall and may be lawful for the Councillors for the Townships in the said County of Kent, so assembled as aforesaid, and they are hereby empowered, by an order of such meeting, to authorise and direct the Treasurer so to be appointed as aforesaid, to raise by loan from such person or persons, bodies corporate or politic, as may be willing to lend the same, on the credit of the rates and assessments to be raised, levied and collected in the said intended District, a sum not exceeding three thousand pounds, to be applied in defraying the expense of building the said Court House and Gaol.

XI. Provided always, and be it enacted, That the money so borrowed under the authority of this Act, shall not be at a higher rate of interest than six per cent. per annum; and the Treasurer for the said intended District for the time being, shall annually, until the loan so raised, with the interest accruing thereon, shall be paid and discharged, apply towards the payment of the same, a sum of not less than one hundred pounds, together with the lawful interest upon the whole sum, which may from time to time remain due, from and out of the rates and assessments so coming into his hands, for the use of the said intended District.

XII. And be it enacted, That no Treasurer hereafter to be appointed, either by the said meeting, or by the Councillors of the said intended District, shall be entitled or authorized to receive any poundage or percentage upon any sum or sums of money, which shall or may be loaned under the authority of this Act, or which may come into his hands, or for paying out any sum or sums of money, in discharging and liquidating such loan with the interest thereon as aforesaid.

By an Act passed on the thirtieth of May, eighteen hundred and forty-nine, Districts were abolished, and Counties substituted in their place. By this Act, the former Act was repealed, with the exception of the clauses quoted above.

The principal provisions of the Act are as follows:—

Whereas by reason of the subdivision of Districts, in that part of this Province called Upper Canada, the boundaries thereof have in many cases become identical with the boundaries of Counties, and there being no longer any sufficient reason for continuing such territorial divisions in that part of the Province, it is expedient to abolish the same, and, following in this particular the Mother Country, to retain only the name of County as a territorial division for judicial, as well as all other purposes, providing at the same time for temporary unions of Counties for judicial and other purposes, and the future dissolution of such unions as the increase of wealth and population, may from time to time require; Be it therefore enacted, by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council, and of the Legislative Assembly of the Province of Canada, constituted and assembled, by virtue of and under the authority of an Act, passed in the Parliament of the United Kingdom of Great Britain and Ireland, and entitled, "An Act to re-unite the Provinces of Upper and "Lower Canada, and for the Government of Canada," and it is hereby enacted by the authority of the same, That this Act shall come into and be in operation upon, from and after the first day of January, in the year of our Lord, one thousand eight hundred and fifty.

II. And be it enacted, That the division of that part of this Province called Upper Canada, into Districts for judicial and other purposes, shall be, and the same is hereby abolished.

III. And be it enacted, That the Courts, Court Houses and Gaols, heretofore called District Courts, Court Houses and Gaols, shall from henceforth be called County Courts, Court Houses and Gaols, and the District Grammar Schools, County Grammar Schools, and all and singular the Offices and Officers, now appertaining to the said Districts, shall henceforth belong and appertain to the said Counties, respectively, and whenever the said Offices and Officers have the title or denomination of Offices or Officers of or for the District, they shall henceforth have the title or denomination of Offices or Officers of or for the County; and all laws at present in force, or during the present Session of Parliament, made or to be made applicable to the said division of territory by the name of Districts, or the Courts, Offices or other Institutions thereof, shall be applied to and have the same operation and effect upon the said Counties and their respective Courts, Offices and other Institutions, as Counties.

IV. And be it enacted, That the Courts of Assize and Nisi Prius, and Oyer and Terminer, Gaol Delivery, Sessions of the Peace and District Courts, shall be held in and for the said Counties, as such Courts are now held for the different Districts in Upper Canada, and that the name County shall be used in designating such Courts,

and also in all legal proceedings where the name District is now, or by any Act passed or to be passed during the present Session of Parliament, shall be used.

V. And be it enacted, That the Counties mentioned in the Schedule to this Act annexed, marked A, shall, for all judicial and municipal purposes, and for all other purposes whatsoever, except for the purpose of representation in the Provincial Parliament, and that of the Registration of Titles, be formed into Unions as in the said Schedule particularly set forth, and each of such Unions, under the name of the United Counties of and shall for all such purposes (except as before excepted) have all Courts, Offices and Institutions established by law, and now pertaining to Districts, or which by any Act passed or to be passed during the present or any future Session of Parliament, shall or may be established for Counties in common between them, so long as such Counties shall remain so united as herein provided.

VI. And be it enacted, That the County property of all such United Counties shall, so long as such Counties remain united, be the common property of such United Counties, in whichever of such Counties the same may be situated.

VII. And be it enacted, That in laying the venue in any judicial proceeding in which the same may be necessary in any County which may be so united to any other County or Counties as hereinbefore provided, the same shall be laid in such County by name, describing it as one of the United Counties of and and for the trial of any issue, or for the assessment of damages, in the course of any such judicial proceeding, when such issue shall be tried or such damages assessed by Jury, the Jury shall be summoned from the body of the United Counties, as if the same were one County.

VIII. And be it enacted, That during the continuance of such Unions of Counties, all laws now existing and applicable to Districts, and all laws hereafter to be made, whether during the present or any future Session of Parliament, and applicable to Counties generally in relation to any matter whatsoever, except only Representation in the Provincial Parliament, and Registration of Titles, shall to all intents and purposes whatsoever, apply to every such Union of Counties, as if such Union formed but one County.

IX. And be it enacted, That in all Unions of Counties provided for by the fifth section of this Act, the County within the limits of which the Court House and Gaol, heretofore the District Court House and Gaol, shall be situated, shall be deemed the senior County of such Union, and the other County or Counties, the Junior County or Counties thereof.

X. And be it enacted, That so soon as by the census taken according to any Act of Parliament now in force, or hereafter to be in force, for taking a census of the inhabitants of this Province, or of that part of it called Upper Canada, it shall appear that any junior County of any such Union of Counties as is provided for by the said fifth section of this Act, contains a population of not less than fifteen thousand souls, it shall and may be lawful for the Governor of this Province, by an Order in Council, upon the petition of two-thirds or more of the Townreeves, for the time being, of such junior County, if he shall deem the circumstances of such junior County such as to call for a separate establishment of Courts, and other County Institutions, to issue a Proclamation under the Great Seal of this Province, setting forth the same, naming a place within such junior County Town, and erecting the Townreeves for such junior County, then elected or thereafter to be elected for the same, into a Provisional Municipal Council for such junior County, and declaring such Municipal Council a Provisional Municipal Council, under the authority of this Act, until the dissolution of such Union of Coun-

ties, as provided for by this Act: Provided always, nevertheless, firstly, that no such petition shall be presented or acted upon, unless adopted and signed by such two-thirds, in the month of February after their election or appointment, nor until a resolution declaratory of the expediency of presenting such petition shall have been adopted by a majority of such Townreeves for the time being, the one to be held some time in the month of February, in the year next but one preceding that in which such petition shall have been so adopted and signed, and the other in the month of February in the year next preceding such last mentioned year: Provided also, secondly, that every such Provisional Municipal Council shall, from time to time, and at all times during its continuance as such, consist of the Townreeves for the several Townships, Villages, and Towns in such junior County.

XI. And be it enacted, That every Provisional Municipal Council erected by Proclamation as aforesaid, shall have all the powers in, over, and with respect to such junior County as are now by Law vested, or as hereafter may by Law be vested in the different Municipal Councils in Upper Canada, so far as the same shall or may be requisite, for the purchase or procuring of the necessary property on which to erect a Court House and Gaol,—for the erection of such Court House and Gaol,—and for raising, levying and collecting the necessary moneys to defray the expenses of the same, and for remunerating the Provisional Officers employed or to be employed in or about the same: Provided always, that nothing herein contained shall extend or be construed to extend in any way to interfere with the powers of the Municipal Council of such Union, but all moneys to be raised by such Provisional Municipal Council as aforesaid, shall be independent of, and in addition to, any moneys that may be directed to be raised by the Municipal Council of such Union, under the powers in them vested or to be vested by Law.

XII. And be it enacted, That every such Provisional Municipal Council shall have power in their discretion to appoint a Provisional Warden, a Provisional Treasurer, and such other Provisional Officers for such County as they may deem necessary for the purchase or procuring of such property,—the erection of such Court House and Gaol—the safe keeping of such moneys,—and the protection and preservation of such property when thus acquired; which Provisional Warden, Treasurer and other Provisional Officers shall hold their offices during the pleasure of such Provisional Municipal Council.

XIII. And be it enacted, That every such Provisional Municipal Council shall be a Body Corporate by the name of the Provisional Municipal Council of the County of *(naming it,)* and as such, shall have all Corporate powers necessary for the purpose of carrying into effect the objects of their erection into such Provisional Municipal Council as herein provided, and none other.

XIV. And be it enacted, That all moneys directed to be assessed, levied and collected upon such Junior County by any By-law of such Provisional Municipal Council, shall be assessed, levied and collected by the same persons and in the same manner as the moneys directed to be assessed, levied and collected by the Municipal Council of the Union to which such County shall belong, and shall be paid over by the Collector thereof to the Provisional Treasurer of such Junior County in the like manner as other moneys are payable over to the Treasurer of such Union: Provided always, firstly, that every Collector of such moneys shall be entitled to deduct and apply to his own use, for the trouble and responsibility of such collection, a sum equal to two and a half per centum upon the moneys paid over by him to such Provisional Treasurer as aforesaid, and no more: Provided also, secondly, that the moneys so collected shall in law and equity be deemed and taken to be moneys collected for such Union, so far as to charge

every such Collector with the same, and to render him and his sureties responsible to such Union for such moneys: And provided also, thirdly, that all such moneys recovered or received by any such Union from any such Collector or his sureties, shall, after deducting the expenses of collection, be accounted for to such Junior County, and paid over to the Provisional or other Treasurer thereof, so soon as the same shall be received.

XV. And be it enacted, That so soon as any such Provisional Municipal Council for any such Junior County as aforesaid, shall have purchased or procured the necessary property, at the County Town of such County, and erected thereon suitable buildings for the purposes of a Court House and Jail, adapted to the wants of such County, and in conformity with any statutory, or other rules or regulations in force respecting such buildings generally in Upper Canada, it shall and may be lawful for such Provisional Municipal Council to enter into an agreement with the Municipal Council of the Union to which such Junior County shall belong, for the adjustment and settlement of the proportion, if any, of any debt due by such Union, and which it may be just that such Junior County, on its being disunited from such Union, should take upon itself, with the time or times of payment thereof; and every such agreement, so entered into, shall, both in law and equity, be and continue to be binding upon such Junior County, and upon the County or Counties from which it shall be disunited: Provided always, firstly, that none of the Members of the Municipal Council of such Union, who shall also be Members of the Provisional Municipal Council of such Junior County, shall take any part or give any vote in the Municipal Council of such Union, on any question or matter touching or concerning such agreement or any proposal connected with the same: Provided also, secondly, that in default of the said Municipal Councils entering into any such agreement, the proportion of such debt, to be assumed by such Junior County, shall be settled by the award of three Arbitrators, or the majority of them, to be appointed so soon as such property shall have been purchased or procured, and such Court House and Gaol erected, as follows, that is to say, one by the Municipal Council of such Senior County or Union of Counties, and the other by the Provisional Municipal Council of such Junior County, and the third by such two Arbitrators thus appointed: or in the event of such two Arbitrators omitting to appoint such third Arbitrator within ten days next after their own appointment, then by the Governor of this Province in Council: Provided also, thirdly, that in case either such Municipal Council or such Provisional Municipal Council, shall omit for one calendar month after they shall have been called upon for that purpose by the other of such Councils, to appoint an Arbitrator on their part as above provided, it shall and may be lawful for the Governor in Council to appoint an Arbitrator on the part and behalf of such Municipal Council, or Provisional Municipal Council so neglecting or omitting to appoint such Arbitrator, who shall, in such case, have all the same powers as if he had been appointed by such Municipal Council, or Provisional Municipal Council, as the case may be: And provided also, fourthly, that every such submission and award shall be subject to the jurisdiction of Her Majesty's Court of Queen's Bench for Upper Canada, in like manner as if the same were by bond with an agreement therein, that such submission might be made a Rule of that Court: And provided also, fifthly, that the portion, if any, of such debt so agreed upon or settled, shall be a debt due from such Junior County to the County or Counties from which it shall have been disunited, and shall bear legal interest from the day on which the Union shall be actually dissolved, as hereinafter provided: and its payment shall be provided for by the Municipal Council of such Junior County, after the dissolution of such Union, in like manner as is or shall be required by law,

with respect to other debts due by such Municipal Council, in common with others, and in default thereof, may be sued for and recovered as any of such other debts.

XVI. And be it enacted, That all assessments imposed by the Municipal Council of any such Union, for the calendar year in which any Proclamation for disuniting any Junior County from such Union shall issue, as hereinafter mentioned, shall belong to such Union, and shall be collected, accounted for, and paid over accordingly.

XVII. And be it enacted, That so soon as may be after such Provisional Municipal Council shall make it appear, to the satisfaction of the Governor of this Province in Council, that such property has been purchased or procured, and such Court House and Gaol erected, and the proportion of the said debt (if any) to be assumed by such Junior County shall have been adjusted or settled as aforesaid, a Judge, a Surrogate, a Sheriff, at least one Coroner, a Clerk of the Peace, and, at least, twelve Justices of the Peace, shall be appointed for such Junior County, with a proviso in the Commission appointing them respectively, that such Commissions respectively shall not take effect or be in force until the day on which such Counties shall be disunited, as hereinafter provided: Provided always, nevertheless, that the sureties to be given by such Sheriff, as required by the Act of the Parliament of the late Province of Upper Canada, passed in the third year of the Reign of His late Majesty King William the Fourth, numbered chapter eight, and intitutled, "An Act to make certain regulations relating to the office of Sheriff in this Province, and to require the several Sheriffs of this Province to give security for the due fulfilment of the duties of their office," and the affidavit of his qualification in respect of property required by the same Act, shall not be required to be entered into, made, or given, by any such Sheriff so appointed, within the time specified in that Act, but shall be entered into, and made and given within the first six calendar months next after the Commission of such Sheriff shall take effect as aforesaid, and in default of the same being duly entered into, made, and given, within such six months, such Sheriff shall, *ipso facto*, forfeit his office.

XVIII. And be it enacted, That so soon as such appointments shall be so made as aforesaid, it shall and may be lawful for the Governor of this Province in Council, by Proclamation under the Great Seal thereof, to declare such Junior County disunited from such Union, upon, from and after the first day of January which shall occur next after three calendar months after the *teste* of such Proclamation, and such Junior, County shall, upon, from and after such first day of January, to be so named in the said Proclamation, as aforesaid, be, to all intents and purposes whatsoever, disunited from such Union, and if such Union shall have consisted of only two Counties, such Union shall, upon, from and after such first day of January, be absolutely dissolved; and if of more than two Counties, the remaining Counties shall remain united, and thereupon the said Provisional Municipal Council of such Junior County shall, upon, from and after such day, lapse and be absolutely dissolved, and none of the Courts or Officers of the Senior County, or of the Union, shall, as such, have any jurisdiction or authority whatsoever in or over the said County so disunited from such Union, as aforesaid; any thing in their respective Commissions, or in any Act of Parliament either of this Province or the late Province of Upper Canada, to the contrary notwithstanding.

XIX. And be it enacted, That upon the disuniting any such Junior County from any such Union, there shall be a separate Registry of Titles for such County as for other Counties generally in Upper Canada.

XX. And be it enacted, That upon the disuniting any such Junior County from any such Union, all the Public Property of such Union not situate, lying and being within

such Junior County, shall, *ipso facto*, become the sole property of, and be thereupon vested in, the remaining County or Counties of such Union, and all the public property of such Union situate, lying and being within the limits of such Junior County, shall, *ipso facto*, become the sole property of, and be thereupon vested in, such Junior County.

XXI. And be it enacted, That all Actions, Informations and Indictments, pending at the time so appointed by Proclamation for the disuniting such Junior County from such Union, shall be tried in the Senior County, unless by order of the Court in which the same shall be pending in Term time, or of some Judge thereof in vacation, the venue therein shall be changed to the Junior County, which change every such Court or Judge, is hereby authorized to grant and direct, either on the consent of parties, or in their or his discretion, on hearing such parties to the point by affidavit or otherwise.

XXII. And be it enacted, That upon any such change of venue, the records and papers of every such Action, Information and Indictment shall, when necessary, be transmitted to the proper Offices of such Junior County.

XXIII. And be it enacted, That all and every the Rules and Regulations, provisions matters and things contained in any Act or Acts of the Parliament of this Province, or of the Parliament of the late Province of Upper Canada, for the Regulation of or relating to Court Houses and Gaols, or either of them, which shall be in force and operation at the time so appointed by Proclamation for disuniting such Junior County from such Union as aforesaid, shall be and are hereby extended to the Court House and Gaol of such County so disunited as aforesaid, and the said Courts of Assize, Nisi Prius, Oyer and Terminer, Gaol Delivery, Sessions of the Peace, County, Surrogate, and every other Court of the said Junior County required to be held at a certain place, shall be commenced, and from time to time holden at the Court House of such County by such Proclamation as aforesaid, or any other that may be lawfully substituted for the same.

The following clauses refer more particularly to the counties of the Western District :—

XXX. And be it enacted, That the Townreeves of the different Townships, Unions of Townships, Villages and Towns in the Counties of Kent and Lambton, shall form a Provisional Municipal Council for such Counties as United Counties, and such Provisional Municipal Council shall, with respect to such Counties, have, possess and exercise all and singular the rights, powers, privileges and duties hereby conferred, granted or imposed upon Provisional Municipal Councils generally, erected by Proclamation under the authority of this Act, and also all such powers as by an Act of the Parliament of this Province, passed in the Session held in the tenth and eleventh years of Her Majesty's Reign, intituled, "An Act to divide the Western District of the Pro-"vince of Canada, and for other purposes therein mentioned," were conferred upon the Township Councillors of the different Townships of the said Counties ; and such Provisional Municipal Council shall be charged with and liable to any debt that may have been contracted by competent authority on behalf of the District by that Act intended to be erected ; and the Municipal Corporation of such United Counties, both Provisional and Permanent, shall and they are hereby required to provide for the payment of every such debt, and in default of their doing so, the same shall and may be sued for, recovered and levied by rate or otherwise, as in the case of debts of any other Municipal Corporation in Upper Canada.

XXXI. And be it enacted, That so soon as the Court House and Gaol, now in course of being erected under the authority of the said Act of Parliament last mentioned, shall have been completed, according to the provisions of the said Act, and the

other provisions of the fifteenth section of this Act, shall have been complied with by the said United Counties of Kent and Lambton, it shall and may be lawful for the Governor of this Province in Council to issue a Proclamation, dissolving the Union between the said United Counties of Kent and Lambton and the County of Essex, and from thenceforth the said United Counties of Kent and Lambton shall form a Union of Counties, and all the provisions of this Act applicable to Unions of Counties in general shall be applicable to such Union to all intents and purposes, as if such United Counties were set forth as such in the Schedule to this Act annexed, marked A.

In order to render the former Acts more intelligible, an additional Act was passed, of which the following clauses are extracts:—

Whereas an Act of the Parliament of this Province was passed in this Session of Parliament held in the tenth and eleventh years of Her Majesty's Reign, chaptered thirty-nine, and intituled, "An Act to divide the Western District of the Province of Canada, and for other purposes therein mentionod," and which Act is referred to and further provision made with respect to the territory to wnich the same applies by a certain other Act of the Parliament of this Province, passed in the present Session thereof, intituled, "An Act for abolishing the Territorial Divisions of Upper Canada into Districts, and for providing for temporary Unions of Counties for Judicial and other purposes, and for the future dissolutions of such Unions, as the increase of wealth and population may require;" And whereas by the former of the said Acts provision was made for the erection of a new District, which description of territorial division is by the latter of such Acts abolished; And whereas, while the said last mentioned Act treats the area of territory which by the first mentioned Act was embraced in such new District as containing two separate counties, under the names of Kent and Lambton, respectively, the Townships of which such Counties respectively consist are not specifically declared by either of the said Acts, and it is therefore expedient that such omission should be supplied: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council, and of the Legislative Assembly of the Province of Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of the United Kingdom of Great Britain and Ireland, and intituled, "An Act to re-unite the Provinces of Upper and Lower Canada, and for the Government of Canada," and it is hereby enacted by the authority of the same, That for the purpose of the said last mentioned Act, and for all other purposes whatsoever, the said County of Kent shall from henceforth include and consist of the Townships of Camden, Chatham, East Dover, West Dover, Harwich, Howard, Orford, Raleigh, Romney, East Tilbury, West Tilbury, and Zone, and that the said County of Lambton shall from henceforth include and consist of the Townships of Brooke, Dawn, Bosanquet, Enniskillen, Euphemia, Moore, Plympton, Sarnia, Sombra, and Warwick; and this provision with respect to the said Counties shall have the like effect to all intents and purposes whatsoever, as if the same had been inserted in either or both of the said Acts of Parliament: Provided always, nevertheless, firstly, that the said County of Lambton shall for the purpose of representation in the Legislative Assembly, continue united with the said County of Kent, so as together to return one member to the said Legislative Assembly, as the territory of which such Counties consist doth at present; And provided also, secondly, that the said Counties of Kent and Lambton, and the County of Essex, shall form a Union of Counties, to be known as the United Counties of Essex, Kent, and Lambton, until such Union shall be dissolved by Proclamation as provided by the said last mentioned Act of Parliament, or otherwise as hereinafter provided, and all the provisions of the said last mentioned Act of Parlia-

ment, applicable to Unions of Counties in general, shall be applicable to such Union to all intents and purposes as if the same had been inserted in the said last mentioned Act of Parliament and the Schedules thereto annexed, under the name of the United Counties of Essex, Kent, and Lambton, as aforesaid, instead of under that of the United Counties of Essex and Kent.

II. And be it enacted, That as well for the purposes of this Act and the said other Acts of Parliament hereinbefore mentioned and referred to, as for all other purposes whatsoever, so much of the said Township of Dawn as lies to the south of the south main branch of the River Sydenham, sometimes known as Bear Creek, shall be detached from the said Township of Dawn, and by and under the name of the Gore of Camden, be attached to and henceforth form a part of the said Township of Camden; that so much of the said Township of Sombra as lies to the south of the said south main branch of the said river, shall be detached from the said Township of Sombra, and by and under the name of the North Gore of Chatham, be attached to and henceforth form a part of the said Township of Chatham; and that so much of the said Township of Zone as lies to the north of the northerly side line of lots numbers fifteen in the several concessions of the said Township of Zone, shall be detached from the said Township, and shall henceforth form a new Township by and under the name of the Township of Euphemia.

III. And be it enacted, That all the provisions of the thirty-third and thirty-fourth sections of the said last mentioned Act, making certain provisions with respect to the United Counties of Lincoln, Haldimand and Welland, shall extend and apply to the said United Counties of Essex, Kent, and Lambton, and every of them, as if they and each of them had been mentioned in such sections and the said Schedules to the said Act annexed, respectively; and all the provisions in the said last mentioned Act of Parliament providing for a Union of the said Counties of Kent and Lambton, apart from and irrespective of their Union with Essex, shall be and the same are hereby repealed: Provided always, nevertheless, that all such provisions as by the Act of the Parliament of this Province, passed in the Session held in the tenth and eleventh years of Her Majesty's Reign, intituled, "An Act to divide the Western District of the Province of Canada, and for other purposes therein mentioned," were conferred upon the Township Councillors of the different Townships of the then County of Kent, shall be possessed by and vested in the Provisional Municipal Council of the said County of Kent as described in this Act; and such Provisional Municipal Council shall be charged with and liable to any debt that may have been contracted by competent authority on behalf of the District by that Act intended to be erected; and the Municipal Council of the said County of Kent as described in this Act, both Provisional and Permanent, shall and they are hereby required to provide for the payment of every such debt, and in default of their doing so, the same shall and may be sued for, recovered and levied by rate or otherwise as in the case of debts of any other Municipal Corporation in Upper Canada.

IV. And whereas from the geographical position of the said County of Lambton it is expedient that provision be made for its separation from the said Union, without waiting till its population shall be such as is required by the tenth section of the said Act of this present Session providing for the dissolution of such Union: Be it therefore enacted, That it shall and may be lawful for the Governor of this Province, by an Order in Council, upon the Petition of two-thirds or more of the Townreeves of the said County of Lambton, to issue a Proclamation under the said tenth section of the said last mentioned Act: Provided always, nevertheless, that none of the restrictions in the second

proviso to the said tenth section of the said last mentioned Act shall extend or apply to the said Petition.

V. And be it enacted, That the term "Townreeves" in the said last mentioned Act, in this Act, and in all other Acts passed or to be passed wherein it refers or shall refer to the Municipal Council of any County or Union of Counties, or to those who compose the same, shall include and be construed to include the Deputy-Townreeves for the different localities of such County or Union of Counties, as well as the Townreeves for the same.

VI. And be it enacted, That on the dissolution of the Union between any County and any other County or Union of Counties in the manner provided for by the said last mentioned Act, a Registrar shall be appointed for the County so separated, and a Registry Office for the registry of deeds shall be kept in and for the same at the County Town thereof, in the same manner and under the same provisions as in other Counties in Upper Canada: Provided always, nevertheless, that unless where such separate Registry Office is already established in any such County, there shall be but one Registrar and one Registry Office for each Union of Counties in Upper Canada, so long as they shall continue united as aforesaid.

VII. And be it enacted, That this Act shall come into and be in operation upon, from and after the first day of January, one thousand eight hundred and fifty.

Chatham, which is the County Town of the County of Kent, is well situated for business, on the Thames, the principal part being built below the entrance of McGregor's Creek. It is principally situated in the township of Raleigh, a small portion in Harwich, and a village in the township of Dover, on the opposite side of the river, is called Chatham North. Being situated in the midst of a fine agricultural country, it is a place of considerable business. The town was originally laid out by Governor Simcoe, who reserved six hundred acres for a town plot. It has rapidly increased in size during the last three or four years; numerous brick houses have been erected, and property has greatly increased in value. The north side of McGregor's Creek is kept as a military reserve, on which barracks were erected during the rebellion; they are now unoccupied or converted to other uses. Chatham now contains six churches and chapels, viz. Episcopal, Wesleyan Methodist, Kirk, Free Church, Baptist, and French Catholic. A new stone Gaol and Court House have been erected at an expense of six thousand pounds, preparatory to the separation of the County from Essex. This is a handsome building, constructed of the white limestone from the Anderdon quarries. A new bridge has been completed across the Thames, at a cost of two thousand pounds, and to suit the convenience of the inhabitants it has been placed in the centre of the business part of the town;—the old bridge having been erected at some distance, and the town having gradually grown away from it. Two steam grist mills, and two steam saw mills have been erected, as well as two foundries and machine shops, a brewery, two tanneries, a woollen factory, and four distilleries. There

are two principal taverns, the Royal Exchange, and Chatham Arms. Two common schools are in operation, one Protestant and one Catholic, and two female schools. The steamboats Brothers and Hastings leave on alternate days, the former for Amherstburg, the latter for Windsor and Detroit only; returning the following days. Fare, a dollar and a half, cabin, and one dollar for a deck passage. A stage leaves Chatham every morning at eight o'clock for London; fare three dollars and a half; and a mail stage leaves three times a week for Wallaceburg and Port Sarnia. A newspaper, the Kent Advertiser, is published weekly. The registry office for the county of Kent is kept here, as will be all the County offices as soon as the new officers are appointed. Large quantities of staves and walnut lumber are annually exported, and from the crop of the present season the shipments of wheat will be extensive. The staves and lumber are floated down the Thames from the land where they are cut; a boom is thrown across the river just above the town, where they are collected, sorted, and shipped.

No account of the exports has been kept in Chatham during the last few years, but the following is a statement of the Imports, for the year ending—

5th Jan.	1847.....	£4456	3	7.....	£713	18	1
"	1848.....	7016	10	4.....	1073	12	3
"	1849.....	7151	10	0.....	971	6	1
"	1850.....	6393	17	1.....	954	0	3

According to a report furnished to Mr. Gourlay in eighteen hundred and seventeen, the township of Raleigh at that time contained but twenty-eight inhabited houses on the banks of the Thames, containing one hundred and ninety eight inhabitants; and a settlement on the banks of Lake Erie, of twenty-five houses, containing seventy-five inhabitants. No Churches; one Methodist preacher; no medical practitioner: one school. There were in the township two mills worked by horses or oxen for grinding grain. Bricks were made in the township, and sold for one pound seventeen shillings and sixpence per thousand at the kiln. A four year old horse was worth fifteen pounds; a cow, five pounds twelve shillings and sixpence; and a sheep, one pound. Common wool was two shillings and sixpence per pound. Butter and cheese one shilling and three-pence. Twenty bushels of wheat per acre was considered an average crop. It is stated in the Report that manure was not used for any particular crop, and, were it not for the quantity accumulating in the barn yards, very little would be used. Twenty crops of wheat are said to have been taken from the same land in twenty-five years, without returning any manure to it. At the com-

mencement of the settlement, lots of two hundred acres, situated on the banks of the Thames, were sold at twenty-five pounds: in 1804 they sold at one hundred and thirty one pounds five shillings. The same lands were then (1817) selling for two hundred and fifty pounds, without improvements. Lands back from the Thames, of the best quality, were estimated at about one third of the above amount. Great complaints were made by the inhabitants of the settlement and improvement of the township being retarded through large quantities of land being in the hands of absentees.

In Dover, at the same date, there were forty-five inhabited houses, in Chatham (township) twenty-seven, Camden seventeen, Harwich nineteen, Howard twenty-five. The said townships commenced settling in 1794. The whole, in 1817, only contained one medical practitioner. There were two grist mills, one saw mill. Bricks were made, and sold at thirty-five shillings per thousand. A horse four years old was worth from thirteen to fifteen pounds; an ox, ten pounds; a cow, six pounds five shillings; a sheep from fifteen to twenty shillings. Price of wool, from two and sixpence to three and ninepence per pound; butter and cheese one shilling and three pence per pound. Average produce of wheat twenty-five bushels to the acre; when the land was well cultivated, from thirty-five to forty bushels. Lands in particular spots were said to rent for twelve and sixpence per acre. Some farms, in good situations, with buildings and orchards on them, well cultivated, containing two hundred acres, had sold as high as six hundred and ninety pounds. The price of lands from the first settlement of these townships had ranged from two shillings and sixpence to twenty shillings per acre. The roads are described as being one on each side of the river, not in very good repair, *on account of the facility of water communication.* The quantity of wheat harvested in 1817 by one hundred and fourteen farmers was stated at forty thousand bushels. The same complaint was made in these townships respecting the Crown and Clergy Reserves, and the holding of large tracts of land by absentees and speculators.

Leaving Chatham for Windsor, the road runs for some distance near the River Thames. For the first twelve miles the road, passing through the townships of Raleigh and Tilbury East, runs through land of excellent quality, partly clay and partly sandy loam. The country is well settled, with good farms and flourishing orchards. Eleven miles from Chatham is a Catholic Church, with a dwelling-house for the priest attached; a large number of the dwellers on the lower portion of the Thames and the Lake St. Clair being French Canadians. Twelve miles

from Chatham is a tavern, kept by a French Canadian, named Dauphin. The Chatham and Detroit steamboat generally stops here to take in passengers. As you descend the river, the banks become gradually lower, and as the land approaches the Lake, it degenerates into coarse sand. The road runs through an extensive marsh, which is from three to four miles wide, and extends along the whole breadth of the township. This is useful for grazing cattle, and large numbers are fattened on it, but it is too low and wet for cultivation. The road, during the wet season in the spring and fall, being in many places covered with water. The marsh grass grows very luxuriantly, as do also the *asclepias* and *stramonium*. Large flocks of geese are kept by some of the settlers. Six miles from the Thames is a tavern kept by a Frenchman, and seven miles from thence, near Stoney Point, is another, also kept by a Frenchman (Chovins). As you approach Stoney Point, (which would more appropriately be called *Sandy Point*, there being nothing to entitle it to the former appellation, beyond a few scattered boulders on the beach,) the land improves in quality, and the wood-land approaches the Lake. From thence the soil varies from clay to sandy loam. Twelve miles, from Chovins', you reach Martindale's tavern, kept by a Cumberland man. This is situated a short distance from the road, on the lake shore, and will generally be preferred by English travellers to the French taverns. Much of the road between Stoney Point and Martindale's runs through the bush, and is very little settled. The land is rich and heavily timbered, and consequently a great deal of the road is bad. There are a few tolerable clearings along the road; the inhabitants principally French, whose crops consist of corn and pumpkins. Several emigrants from the north of England are settled about Martindale's. Deer are said to be plentiful here, and they frequently make their appearance in the enclosures. From Martindale's to Windsor is twelve miles. From Martindale's the road runs back from the Lake, crossing the River Ruscom, Belle Rivière, and the Rivière aux Puces; it continues through the bush for about six miles, and then turns to the north, striking the front near the point of junction of the Lake St. Clair and the Detroit River, about five miles above Windsor. The banks of the Lake and River are here very low, and are bounded by a considerable extent of marsh. The banks of the River continue low till within about two miles from Windsor, when they suddenly become higher and continue rolling till they reach Windsor. The banks of the Detroit River are thickly settled, principally by French families, who have moderate clearings, and generally tolerable houses and good orchards.

Windsor, which is situated on the Detroit River, in the Township of Sandwich, opposite the American city, "Detroit," is a pleasant place of

residence. It was laid out in 1834, and from the constant traffic with Detroit is a place of considerable business for its size. The bank on which it is built being from thirty to forty feet above the river, which is here a mile in width, renders the situation healthy. Two steam ferry-boats were in operation here, but the proprietors finding that the two were too much for the traffic, have compromised matters, and they now run a week alternately. There are barracks in Windsor which are occupied by a party of Canadian Rifles. A considerable portion of the business part of the town was recently destroyed by fire, which originated from sparks from a steamboat. Windsor is a bonding port, and large quantities of beef and pork are annually packed in bond for the English market. Windsor contains about three hundred inhabitants, has a daily post, and a resident Collector of Customs. Till lately the Collectors of Customs were not required to keep any account of articles exported from their several ports, and here it has been usual, when any inquiry was made on the subject by the Government, to send over to Detroit, and obtain from the Collector there, a statement of his *imports*. This was convenient, but at the same time a very queer way of doing business, and would be likely to astonish the wiseacres at the Colonial Office, if they were aware of it. This year, however, the Collectors of Customs in the Province have received instructions to keep such accounts; and the following list of exports will show the result as far as Windsor is concerned:—

	Pork, barrels.	Beef, barrels.	Lard, kegs.	Tallow, barrels.	Potash, barrels.	Butter, kegs.	Flour, barrels.	Grass seed, barrels.	Soap, boxes.	Candles, boxes.	Hay, bundles 500 lbs. each.	Hams, hhds. 600 lbs. each.	Hides, lbs.
1847	460	390	250	40	131	104	333	13	...	...	...	3	20,000
1848	1156	407	374	125	116	150	220	184	...	...	...	90	21,400
1849	573	419	150	50	138	200	216	...	325	250	48	16	24,000

The following articles have been principally conveyed across to Detroit, by the ferry-boat between the 1st of March and the 5th of July, 1850:

Quantity.	Denomination.	Value.	Quantity.	Denomination.	Value.
5159 dozen	Eggs	£129 12 10	51 cases	Gin	£ 23 5 5
3123	Straw hats	390 7 6	4 cases	Champaigne	17 10 5
994 lbs	Butter	29 10 7	25	Cows	59 0 0
51 lbs	Feathers	5 8 9	20	Cattle	37 0 0
	Fur	374 16 0	45	Sheep and lambs	12 10 0
217	Horses	3010 17 6	8	Pigs	2 0 0
	Waggons and harness	217 0 0	97	Sheep skins	10 13 9
32 bbls	Potash	210 0 0	274 lbs	Wool	15 17 9
	Woollens	2 10 0	1340 feet	Cherry lumber	4 6 3
56	Calf skins	7 8 9		Household furniture	115 0 0
	Fowls	3 16 10		Hay	1 5 0
2053 bushels	Oats	96 17 0		Pitchforks	1 5 0
613 bushels	Barley	75 10 0	40 gallons	Vinegar	2 0 0
74 bushels	Peas	11 11 3		Hams	10 0 0
900 lbs	Corn meal	2 8 1	68 lbs	Hair	2 0 0
	Fish	127 13 9		Cedar posts	1 5 0
106 cases	Brandy	84 8 8	1 bbl	Bees' wax	8 0 0
3 dozen	Porter	2 5 0	127 head	Cabbage	1 4 0
	Empty barrels	3 12 6		Dry goods	25 0 0
17 bbls	Pork	40 14 0		Hickory nuts	1 18 9
100 lbs	Bacon	2 0 0		Fruit	4 0 0
67	Split brooms	1 10 3		Vegetables	3 12 6
688 lbs	Rags	2 10 0			

Besides 552 lbs. pork; 216 kegs of lard; 49 bbls. tallow; 91 bbls. potash; 118 kegs of butter; 2000 lbs. hides; 55 bundles hay; 38 hhds. hams; 350 boxes soap, and 275 boxes of candles, for which no statement of value was given.

About two miles below Windsor, after a pleasant walk or drive, you reach the pretty little town of Sandwich, lately the District Town of the Western District, and now the County Town of the County of Essex. It has a very English appearance, and is usually much admired by visitors. It is built on a gravelly ridge, a short distance back from the river, and is high and dry, and it would be very healthy, were it not for a considerable quantity of marsh bordering the river, just below the town.

This is one of the oldest settlements in Canada, the neighbourhood having been originally settled by disbanded French soldiers. The immense pear trees in the orchards about the town, give sufficient evidence of its antiquity (for a new country). Most of the houses have neat gardens attached to them, and altogether the appearance of the place is very inviting. Here are the Gaol and Court House for the County. There are three churches—Episcopal, Methodist, and a new brick church has lately been erected by the Catholics. A Freemason's Lodge has lately been established here. Sandwich has a daily post, and contains a population of about five hundred. Principal tavern—"Laughton's".

The following Government and County Offices are kept in Sandwich: Clerk of Peace, Treasurer of County, Sheriff of County, Judge of Surrogate Court, Registrar of ditto, Registrar of County of Essex, Inspector of Licences, Clerk of District Court, Clerk of County Council, Auditors of County Council.

In December, 1817, according to Gourlay, the township of Sandwich contained about two hundred inhabited houses, and about a thousand inhabitants. These were settled almost exclusively in the front of the township, on the river. There were at that time in the township, eight wind-mills, and one water mill, for grinding wheat, but no saw mill; and pine lumber was stated to be worth five pounds per thousand feet. Limestone, brought from the township of Anderdon,—then forming part of the township of Malden,—was sold at from three pounds to three pounds fifteen shillings per toise, although at the quarry it might be bought at ten shillings per toise, including the expense of quarrying. Lime was generally sold in the township at one shilling and three pence per bushel; and bricks, of which few were made, were worth from two pounds to two pounds ten shillings per thousand, at the kiln. A working-horse, of four years old, was worth twelve pounds ten shillings; a cow, five pounds; an ox, seven pounds ten shillings, and a sheep, one pound. Common wool, two shillings and six pence per pound; butter from one shilling and three pence to two shillings and six pence. Very little cheese was made, and the principal part consumed was purchased

from the Americans on the opposite side of the Detroit River; generally at one shilling and three pence per pound. The price of wild land, about twenty years previous, was stated to be from one shilling and three pence to two shillings and six pence per acre, and its progressive, rise at about two shillings and six pence every five years. The price at that time (1817) was from ten shillings to fifteen shillings per acre, except in particular situations. Improved farms, it is stated, situated on the river, with a common farm house, barn, and out-houses, orchard and about fifty acres fenced, would sell for from two pounds ten shillings to six pounds five shillings per acre, or more, according to the situation and value of the improvements. There was only one road in the township, that on the front, by the river. The inhabitants make great complaints of the settlement of the township being retarded by the circumstance of much lands being in the hands of absentees, who are not assessed; and from two-sevenths of the whole being held as Crown and Clergy Reserves. The average crop of wheat was only ten bushels per arpent, although when the land was well cultivated, as much as twenty bushels had been raised. At that date, there was one Roman Catholic church and two priests in the township;—no Protestant church or, chapel, and but one preacher of the Church of England,—two medical practitioners and three schools.

Leaving Sandwich for Amherstburg, distant sixteen miles, you cross the Canard River, which is bounded by marsh, and which extends for some distance along the Detroit River. The banks of the Detroit are low and sandy, for some miles after leaving Sandwich; the soil then becomes clay, afterwards sandy loam, and then changes to clay again. About three miles from Amherstburg the banks suddenly rise to a considerable height, and continue tolerably high to the town of Amherstburg. The road is thickly settled the whole distance, most of the lots having rather a narrow frontage on the river and road. A majority of the houses have large orchards attached to them. About three miles before reaching Amherstburg, you pass "Rosebank," the handsome residence of Mr. James Dougall. This gentleman has been long celebrated in the district as a zealous and persevering horticulturist, and has been noted for the great variety and excellent quality of his fruit. He is about establishing an extensive nursery at Windsor, which will be of great advantage to the surrounding country. Before reaching Amherstburg, you pass through the township of Anderdon.

The tract of land, forming this township, was reserved by the Indians in the year 1790, when the Council of the Four Nations, Chippewas, Ottawas, Hurons, and Pottawatamies, surrendered to the Government the extensive tract of land in Western Canada, now known as the Huron

District; they stipulated for a reservation of the hunting grounds then occupied by the Hurons or Wyandotts, extending about six miles along the shore of the Detroit River, and having a depth of seven miles. In the year 1836, in consequence of the encroachments of the whites upon these lands, and the desire which existed in that part of the country to be allowed to settle upon them, the Government induced the Indians to surrender a large portion of their reserve, in trust, to be sold for their exclusive benefit. By a subsequent agreement, made in the next year by Sir Francis Bond Head, they resigned two-thirds of this reserve; the northern portion to be sold, and the proceeds applied to their exclusive benefit; and the proceeds of the southern portion to be used for educational purposes, for the advantage of the Indians generally,—reserving the central portion for their own use and occupation. The reserve contained about twenty-three thousand five hundred acres, which were divided thus:—

To be sold for the benefit of the Wyandott Indians:

Good land	7120 acres.
Swamp	430 "
	7550 "

To be reserved for the Wyandott Indians:

Good Land	7450 acres.
Swamp	320 "
	7770 "

To be sold for the benefit of the Indians generally.

Good Land	7070 acres.
Ceded on the 11th Sept. 1800, a slip of land, 500 yards front	1240 "
Deducting Military Reserve	130 "

Part of this tribe was settled near Sandusky in the State of Ohio, but being induced by the American Government to sell their lands, intended removing to the Huron Reserve, but finding that the Indians here had agreed to sell their lands, they removed to the State of Missouri, and many of the Indians from this neighbourhood have from time to time joined them. The number of settlers on the reserve was in 1832—

Chippewas	258
Hurons or Wyandotts	88
Munsees	22
Shawnees	6
Total	274

But from emigration and other causes the number does not now exceed ninety souls. A considerable portion of the land on the front of the reserve is now sold. Lots in the third, fourth and fifth concessions, are sold at twenty-five shillings per acre; and in the sixth, seventh and eighth concessions, at fifteen shillings per acre; payable, one third at time of purchase, and the balance in three equal annual instalments, with interest on each instalment. The soil of the township is of excellent quality; the timber, a mixture of hardwood trees. In the south-west of the township limestone quarries have been worked for some years. The limestone is white, of excellent quality, and begins to be much used at a distance for building purposes, and the demand for it is increasing. At present the sale appears to be about—

Lime (burnt)	7500 barrels bulk.
Stone	970 toise.
Paving Stone and Curbing	6000 feet.
Block Stone from	3000 to 4000 feet.

The average price is for burnt lime, one shilling and ten pence halfpenny per barrel bulk, and for stone per toise five dollars. Block stone twelve-and-a-half cents or seven pence halfpenny currency per cubic foot. Lime-kilns are constructed in the bank of the river and wharfs are built out for the convenience of schooners which load at the spot.

Amherstburg, which is a garrison town, in the township of Malden, is situated on the Detroit River. It is, for Canada, an old place, having been laid out as a town in the year 1795, and the following year, after the evacuation of Detroit, it began to settle. It has a very old-fashioned look about it, most of the houses being built in the old French style. The streets are narrow, and the side-walks mostly paved with stones. Lately, two or three spirited individuals have been erecting handsome, modern-looking brick houses, which appear to stare their more antiquated neighbours out of countenance. There are several good substantial honses on the bank of the river below the town. A military reserve, just above the town, containing one hundred and thirty acres, is a great convenience to the inhabitants, being all cleared, perfectly level, and forming a fine open common for exercise and recreation. Malden Fort is situated on the reserve; it is capable of holding a regiment, and is garrisoned by three companies of Rifles.

A marine railway has lately been started here by a gentleman from Kingston, capable of hauling out any vessel that can pass the Welland Canal. This employs a number of men, and is likely to add considerably to the business of the place. There are six churches in Amherstburg,

Episcopal, Presbyterian, Free Church, Methodist, Catholic, and Baptist. There are two steam grist mills, and one saw mill, carding machine and woollen factory, soap and candle factory, two asheries, two breweries, two tanneries and a foundry, and an inspector of flour and pork. Three large schooners and the "Earl Cathcart" propeller are owned here. Amherstburg has a market-place and Court House. A weekly newspaper and a daily post, a Collector of Customs, and about one thousand inhabitants. The following articles were exported in 1849:—

Corn	5700	bushels.
Oats	1500	"
Wheat	1100	"
Potash	80	barrels.
Tobacco	6	hogsheads.
Apples	200	barrels.
Cordwood	3000	cords.

This is a very small amount for such a situation, and such a soil; but the circumstance of a large portion of the settlers in the neighbourhood of the town being French, will fully account for it. Tobacco was formerly grown in this township to a considerable extent, but the cultivation has for some time past been nearly discontinued. About a mile below the town is a chalybeate spring, the water of which is said to resemble that of Cheltenham in England. The water was discovered making its exit from below the wall of an old barn or cow-house, and first attracted attention from its depositing a considerable quantity of iron wherever it ran. At length some curious person undertook to search for its source, and on removing a quantity of rubbish in the barn discovered a well, which on examination proved to be thirty feet deep. It was conjectured that the original proprietor of the place having dug the well for the accommodation of his house, and finding the water unfit for use, boarded it over, and it had remained ever since unnoticed. In the year 1817, this township contained one hundred and eight inhabited houses, and six hundred and seventy-five inhabitants. There were two windmills in the township. Bricks and lime were selling at about the same prices as in Sandwich. Five pounds was charged for clearing and fencing an acre of land. Pasture is described as being excellent, and butter and cheese were worth one shilling and three pence per pound. Twenty-five to thirty bushels of wheat per acre is stated as being an average crop, and the town of Amherstburg a ready market for every kind of produce. At the first settlement the price of land was from one to three shillings per acre—and in 1817 about twenty-five shillings per acre. Land partly cleared had been sold at two

pounds per acre. There were in the township at that time one Catholic Church, two medical practitioners, and three schools. The same complaint was made in this Township as in the preceding, respecting the Crown and Clergy Reserves, and the quantity of land in the hands of speculators.

In about the centre of the south of the township, near the lake, are two large islands surrounded by marsh ;—Big Island, containing six hundred and twenty acres—and Knapp's Island, containing five hundred and seventy-nine acres.

In consequence of an irruption of Lake Erie into the bed or channel of a creek running into it, the old road to Colchester and Gosfield by the lake shore has become impassable; consequently it becomes necessary to travel by the back road, running nearly through the centre of the township. Fourteen miles from Amherstburg you reach a tavern, and four miles from thence to Park's store ; from thence to Gosfield village is seven miles, and to Wigles' tavern, in Mersea, is fifteen miles farther. The land for about ten or twelve miles after leaving Amherstburg is mostly stiff clay—it then becomes sandy; after leaving Park's store a short distance, the road turns to the lake, and the soil then becomes mostly deep sand. The lake shore is bordered with hickory, oak, lime, chestnut and poplar trees of large size. The farms along the road are pretty good, with tolerably large orchards. About half the Township of Colchester is wet land, which requires considerable draining—the remainder is mostly excellent land, bearing maple, beech, oak, butternut, walnut, chesnut, &c. A large quantity of iron (bog) ore is found in the south of the township, large quantities of which used formerly to be manufactured at the furnace in Gosfield. The furnace, however, has ceased working for some time. There is a large marsh, called "Hog Marsh," in the north of the Township. There is a saw mill on Cedar Creek, and a tannery and ashery on the lake shore. Much potash is exported from the township. There are an Episcopal Church, built of stone, and a Baptist Chapel in the Township.

Gosfield, in point of soil, much resembles the adjoining Township of Colchester ; about half the land is wet, requiring draining—the remainder is good land. Timber, the same as Colchester, with a small quantity of cedar on the lake shore, at the mouth of Cedar Creek. Belle River and the River Ruscom take their rise in this township. Large quantities of bog iron ore are found in the south of the township. There are two tanneries and an ashery on Cedar Creek, in the south of the township. There are two churches in the township—Methodist and Baptist. Towards the east of Gosfield and west of Mersea the land becomes more rolling and even hilly.

Twenty-four miles from Amherstburg the road passes through the Village of Kingsville, which contains about one hundred inhabitants;—a steam grist and saw mill, store, and two taverns. Two miles from thence to the Village of Albertville, which also contains about one hundred inhabitants, and a Methodist Church. From Albertville it is about seven miles to Wigles' tavern, on what is called Mersea Street, (that is the road running through Mersea.) Here are the most comfortable quarters to be found between Amherstburg and Morpeth; and a fair specimen of what industry and perseverance will accomplish in Canada. Mr. W., then just married, commenced life six and twenty years ago, with very little indeed. He now possesses one thousand acres of land under cultivation, a new brick house of large size, with extensive out buildings, &c., &c.,—all the produce of his own industry. He has brought up a large family respectably, and may justly feel proud of his position. The soil of Mersea is generally a light loam, well adapted for the culture of tobacco, of which large quantities are cultivated. If the price is good it is considered a very profitable crop;—the produce averaging generally from twelve to fifteen hundred weight per acre. As much as twenty-two hundred weight has been grown on good and suitable soil. The price varies considerably—sometimes it will not command more than five dollars per hundred—and during the Summer and Fall of 1850, it was worth nine dollars per hundred at Montreal, clear of all expenses of shipping, &c. Five acres is as much as one man can attend to properly; the crop, however, is one requiring but a short time to bring it to maturity. The land being planted in June, and the crop taken off the ground late in August or early in September. The cultivation involves considerable trouble, although the labour is light. First, the plants are raised in beds—then, when of sufficient size, they are planted out in hills like Indian corn. They afterwards require hoeing to free them from weeds, and when the plant is budding the top is nipped off that all the nourishment the plant imbibes from the soil may go to enlarge and improve the leaves; when these are considered fully grown the plant is cut and suspended in the open air for a few days to evaporate the moisture from the stalks, and cause them to dry more rapidly; they are then removed to the sheds where the drying is completed. At least three times during the growth it is necessary that they should be "sprouted," that is, that the side shoots should be nipped off. During the Winter the leaves are separated from the stalks, and in the Spring they are packed in hogsheads and shipped. There are several varieties of tobacco cultivated.

Large quantities of staves are shipped from Colchester, Gosfield, and Mersea. In the south of Mersea is an extensive triangular-shaped

point of land, called Point Pelé, which runs out into the lake. It is composed principally of sand and marsh. There is a grist mill in the township, on a small stream called Sturgeon Creek.

From Wigles' tavern, the road passes through the township of Romney. This township contains excellent land, the timber consisting of maple, oak, beech, hickory, black walnut, cherry, &c., with a small quantity of cedar on the border of the lake. A large quantity of tobacco is raised in it. The banks of Lake Erie, in Romney, are generally of considerable height. A large portion of the township is yet unsettled. From Wigles' tavern to Clingsworth's tavern, in Raleigh, is twenty-eight miles; from thence to Chatham, by the "Forty-rod Road," and the "Middle Road," is fifteen miles. To Chatham from the same place, by Blenheim, is to Blenheim nine miles, and from thence to Chatham ten more; thus saving four miles by the former road. The Talbot Road, through Raleigh is tolerably well settled. The Forty-rod Road passes for about four miles through bush, when it joins the Middle Road, an excellent road running the centre of the townships, from the Rondeau Road to Sandwich. That portion of the road which passes through the Township of Raleigh is well settled. After travelling the middle road about five miles, you strike the Chatham and Rondeau Road, at "Cook's Corner," from whence it is five miles to Chatham.

An extensive prairie, from three to four miles in width, runs nearly the whole length of the Township of Raleigh, parallel with the Thames, and at a distance of from half a mile to a mile. Much of it is wet and requires draining, and it is principally used for grazing cattle, although there are some settlers on it. The soil and timber of the township are generally of excellent quality. About five miles from the river is a block of land—Clergy Reserve,—containing four thousand seven hundred acres, which has been purchased by the "Elgin Association for the improvement of the Coloured People." There are, however, as yet but few settlers on it, the project not appearing to meet with much favour, either from the white settlers, or the more respectable portion of the coloured people themselves.

On entering the County of Kent from the east, by the Talbot Road, you first reach the township of Orford. In the year 1817, there were few or no white settlers in this township. There was a settlement of Delaware Indians, called "New Fairfield," since better known as "Moravian Town," in the north of the township. (These Indians were the principal remnant of the once-flourishing congregations of the Moravian or United Brethren Church in the United States, who were compelled in the year 1792, to seek an Asylum in Canada, where they were favourably received by the Provincial authorities, and were permitted to

settle on the Rivière La Tranche, since called the Thames. By an Order in Council, dated July 10th, 1793, a large tract of land on the river, comprising about fifty thousand acres, was granted for their use, on which they proceeded to build a village, a church, and other premises.) A German missionary was supported by the Moravian Society. These Indians had at that time twenty-nine houses and huts and one church, containing the missionary and his assistant, and one hundred and sixty-seven Indians of the Delaware and Iroquois nations. They had about three hundred and fifty acres of the flats, on the River Thames cleared; and in general raised more than four thousand bushels of Indian corn annually. There had been no natural increase in the number of these Indians since the first Moravian church establishment, but others had occasionally joined the society. From 1800 to 1817, there were births one hundred and fourteen, deaths one hundred and thirty-one; adults admitted into the society, twenty-five. Of the deaths, six were parties slain in battle. The missionary stated that the habit of drinking was conquered to a great extent among the Moravian Delawares; that they had of late years hired out as labourers to neighbouring farmers, and had kept themselves more sober than the white people. They also occupy themselves with making brooms and baskets, of swamp-ash, split down; also mats of the same material, as well as of flags and rushes. They stain these articles of various colours; using the bark of the alder for red, butternut and black walnut for black, and indigo, (which they purchase at the stores,) for blue; iron pyrites, which they find in many localities, is also used by them for dying brown.

By a second Order in Council, dated 26th of February, 1795, a survey of this tract was ordered to be made, and the land was appropriated to the trustees of the "Moravian Society," to be reserved for ever to the Society, in trust, for the sole use of their Indian converts. The first settlement was made on the north side of the Thames. A battle was fought on the ground on the 5th of October, 1813, between the British and Indian forces under General Proctor and the celebrated Indian chief, Tecumseth, and the American army under General Harrison. Tecumseth was killed after a desperate resistance, and the Indian village was burned by the invaders; after which event, the Indians removed to the opposite side of the river.

In 1836, these Indians were induced by Sir F. B. Head, to surrender a large portion of their lands, about six miles square, for an annuity of one hundred and fifty pounds.

The soil and timber of this township are both of excellent quality; large quantities of staves are annually exported. Formerly tobacco was much grown in the township, but for some time past the culture has

been neglected. In the east of Orford, the land is hilly till you reach the village of Clearville, after which it becomes rolling. From Clearville to Morpeth, in Howard, is eight miles. Morpeth is pleasantly situated, in the midst of a fine country, one mile and a half from the lake. It contains about two hundred inhabitants, a post-office, post three times a week, and two churches, Wesleyan and Episcopal Methodist. There is an Episcopal church about two miles from the village. The soil of the greater part of the Township of Howard is a fine light loam, intermixed with gravel. McGregor's Creek, which enters the Thames at Chatham, runs across the township. About a mile and a half from Morpeth is the small shipping port of Antrim, which contains storehouses for storing wheat and other produce. Vessels are occasionally built and repaired here.

From Morpeth to Blenheim in Harwich is ten miles. Two miles from Morpeth the road leaves Talbot Street, and runs north for one mile, and then turns westward again, Talbot Street not being cut out the whole distance. Ten miles from the turn, that is, two miles beyond Blenheim, the road bears toward the lake again. Through Howard the country is pretty well settled, with tolerable farms. Blenheim, which is a small village, is situated on a gravelly ridge which runs through Harwich, and Raleigh, at the junction of the "ridge-road" with the road from Chatham to the Rondeau. The settlement does not improve very fast, a few buildings however have been erected, and a steam saw mill and ashery are now in progress. The soil of Harwich is of excellent quality, consisting of reddish loam, with intervening ridges of sandy or gravelly loam. The timber consists of white oak, black walnut, maple, beech, hickory, &c., and on the lake shore both white and red cedar. McGregor's Creek crosses the township. Bog iron ore has been discovered in the township, which is said also to extend into Howard and Camden West. From Blenheim to the Rondeau is four miles and a half. Here the land projects out into the lake for a distance of about four miles, enclosing a natural basin of about six thousand acres in extent, and with a depth of from ten to eleven feet. The communication between the basin and the lake is across a sand bank of about forty yards in breadth, and only a few feet above the level of the water. A channel has been cut through the bank, and piers, &c., have been erected at an expense of forty-two thousand pounds. But little business has been done there as yet, but as the lands adjoining become better settled, it will be a work of consequence to the surrounding country. A town or village, called Shrewsbury, has been laid out by Government at the port; but few lots have yet been taken up. At the extremity of the point is a ferry across to the main land, distance across about two miles.

From Blenheim to Chatham, is about ten miles. The first part of the road passes through heavy clay, with very few clearings, and the land heavily timbered; afterwards the soil becomes sandy loam with more frequent and better clearings.

From Chatham to Port Sarnia.—If in the middle of either summer or winter, the traveller may take the direct road along the Baldoon Street, which is considerably the shortest, being only seventeen miles to Wallaceburg; but at any other season of the year he must follow the London Road through the Township of Chatham, till he arrives at Louisville, a village situated at the head of navigation of the Thames, six miles from Chatham.—Following the same road, four miles above Louisville he reaches the town line between Chatham and Camden West, which will lead him to Bear Creek. If he wishes to see a little more of the country, he may go on to Thamesville, nine miles farther. At Thamesville, which is in the Township of Camden West, a road is cut to Bear Creek. It runs principally through uncleared land of good quality; the soil being light loam, timber consisting of maple, beech, oak, and other hard wood. After striking the river, the road to Dresden passes over rolling land with a sandy soil. Four miles before reaching Dresden you pass through the settlement of Dawn Mills, which is twelve miles from Thamesville. Here are a grist and saw mill, carding machine, and fulling mill, and a post office and tavern.

Dresden is a thriving settlement of late origin; the situation is well chosen, being at the head of navigation of the East branch of the Sydenham river, with water sufficiently deep to allow vessels of three hundred tons to load at the banks. There is a steam saw mill in the village, and during last year (1849), two merchants alone exported three hundred thousand pipe and West India staves, and thirty thousand feet of sawed walnut lumber. Being the shipping port for what will ere long be a fine agricultural country, besides being in the heart of a large supply of fine white oak, there is no doubt that the village will eventually become a place of considerable local importance. Dresden is now situated in the Gore of Camden. which was lately part of the Township of Dawn; the name having been changed by a late Act of Parliament. In the same township, adjoining Bear Creek and close to Dresden, is a settlement of coloured people, called the "British American Institute." The money was raised, and the land purchased, by subscription. The property is vested in trustees for the benefit of the Institution. They have about three hundred acres of land, with about sixty cleared. At the commencement of the settlement they were very industrious, and were improving the land fast, but they appear latterly to have slackened their exertions.

They managed, about a year and a half ago, to raise the means of erecting a steam saw mill, which is a convenience to the neighbourhood.

From Dresden to Wallaceburg is twelve miles, the road running along the south bank of the river. The land through Dawn and Camden West, and the Gore of Camden bordering the river, is mostly sandy loam: some of it is very rich, and contains a considerable proportion of vegetable mould. The south bank of Bear Creek is higher than the north. Between Dresden and the Forks there is a considerable quantity of uncleared land; while here and there may be seen a good farm.

Wallaceburg might be a place of considerable importance in time, were its situation more healthy; but, unfortunately, its commercial advantages, in being situated at the junction of two navigable streams, are not sufficient to counterbalance the blighting influence of the immense quantity of marsh and swamp within convenient reach. Large tracts of the finest white oak timber are found in the immediate neighbourhood; and two steam saw mills have been erected, in one of which are seven saws, and one run of stones for grinding wheat. The village also contains a tannery and post office, has a resident collector of customs and about two hundred inhabitants. A scow ferry boat is employed to cross the river. The following are the

EXPORTS *from the Port of Wallaceburgh from the opening of navigation to the 17th of September*, 1850:

Quantity.	Denomination.	Value.
	Furs or Peltry	£ 57 10 0
407 M.	Standard Staves	5087 10 0
25 M.	West India Staves	75 0 0
42 M. feet	Square Timber	525 0 0
	Feathers	2 0 0
26 cords	Cord-wood	6 10 0
50 M. feet	Walnut Boards	150 0 0
2400	Saw-logs	600 0 0
		£6503 10 0

From the forks to the River St. Clair is nine miles, and to Sutherland's twenty miles. A short distance north of the forks a large extent of marsh stretches away to the north and west, bounding Bear Creek and the Chenail Écarté. The road to the River St. Clair, through the Township of Sombra, is through low land. The banks of the St. Clair, through Sombra, are rather low, with many parts of the border inclined to be marshy: higher up the river the banks rise slightly, but in the lower part of the Township of Moore, there are some marshy spots. The soil

is generally good, but too low to be very healthy. There are a few good farms both in Sombra and the lower portion of Moore, but, generally speaking, the clearings are small, and the houses and farm buildings poor. As you approach the village of "Sutherland's" the banks become higher, and the situation of the country improves.

This village is pleasantly situated, facing the river. It was laid out in the year 1833, by the late Mr. Sutherland, who greatly improved the neighbourhood by clearing land, erecting a neat Episcopal church, and other buildings, a wharf, &c. The situation is healthy. Population about a hundred. Here is a respectable tavern, the "St. Clair Inn," where a small party may get comfortable accommodation. Sutherland's possesses a post office; there is a Methodist church a short distance north of the village, and a Roman Catholic church about one mile farther north.

About five miles from Sutherland's is the settlement of Talfourd's or Froomefield, which was laid out in 1836. The situation is very pleasant. A small stream, formerly called "Commodore's Creek," here enters the River St. Clair. There were some time since, a grist and saw mill at work on this stream, but they have long been out of operation. There is a neat Episcopal church and a windmill. This settlement is located on the last lot in the Township of Moore. The land in the township is generally of excellent quality, and during the last two or three years the western portion of the township has been settling up fast, and it is said that on the next concession back from the river every lot is now taken up.

About one mile below Froomefield is the Government settlement of "Corunna." The lots do not appear to sell or the settlement to make any advance. Two taverns, however, have been erected, which are said to prove a great curse to the neighbourhood, particularly as regards the adjoining settlement of Indians, as, notwithstanding the laws against supplying the Indians with spirituous liquors, drunkenness is much more common amongst them than formerly; and it is said to be impossible to prevail on an Indian, no matter how much he may be under the influence of liquor, to tell from whence he obtained it. There is a tamarack swamp in the south-east corner of the township, two miles long and one mile broad. There is a store and wood-wharf on the river, about three miles below Froomefield, where about two thousand cords of wood are sold annually to the American steamboats.

In the south of the Township of Moore, adjoining Sombra, is a reserve, belonging to the Chippewa Indians. It contains about four thousand two hundred acres, none of which has yet been sold. About seven lots have been squatted upon. Lots are now offered for sale at twelve shil-

lings and six pence, ten shillings, and five shillings per acre, according to situation.

To the east of Moore is the Township of Enniskillen, and to the east of Enniskillen is the Township of Brooke. These are both watered by the north branch of Bear Creek. Although there is much wet land in them, still, on the whole, they are considered excellent townships of land. Neither of them is yet much settled.

Immediately after passing Froomefield, you enter the Indian Reserve in the Township of Sarnia. This reserve, which contains ten thousand two hundred and eighty acres, belongs to the Chippewa Indians, a number of whom were collected here in the year eighteen hundred and thirty. Houses were built for them, and an officer appointed for their superintendence. Their conversion to Christianity, and their progress in religious knowledge, and in the acquisition of sober, orderly, and industrious habits, is said to have been, under the care of the missionaries of the Wesleyan Methodist Missionary Society, both rapid and uniform. These Indians are tolerably industrious, and do considerable work for the white settlers on the river; they cannot, however, be depended on for sustaining any amount of labour for a given time—preferring to work *when they feel inclined.* They are very fond of baker's bread, and spend a large portion of their earnings in purchasing it. During the fishing season, they employ much of their time in fishing, and besides what they require for their own use, they dispose of considerable quantities to the white settlers on the river.

The Chippewas are described by those who have the superintendence of them, as being, with the exception of the Pottawatamies, the most unmanageable and unimprovable race of Indians in Canada. It is very difficult to domesticate them, and drill them into orderly and industrious habits; and from their want of providence and care, their numbers are gradually diminishing. It would appear that such has always been their character. That they have from time immemorial been more addicted to warlike enterprise and roving habits than to peaceful occupations. According to tradition among the Indians, the Mohawks were originally settled through the whole extent of country bounded by Lakes Huron and Superior; but were expelled by the Chippewas, who were then settled on the north shore of Lake Superior. A large party of the Mohawks were at one time encamped on a point of land, about twenty miles beyond the "Sault Ste. Marie." At night, when they were busily engaged in the dance, they were suddenly attacked by a party of Chippewas, who massacred the whole camp. Their skulls were afterwards ranged in a long row round the point, which is to this day called by the Indians "The Point of Skulls." The remnant of the Mohawks

was finally driven from Canada, and settled in the valley of the Mohawk River, in the neighbourhood where Utica now stands.

The Chief of the Chippewas, at the Sarnia reserve, is named Wawanosh, or, as the Indians pronounce it, Waywaynosh. About five or six years ago some complaints were made against him by the Indians, and through the influence of the superintendent he was deposed, and another chief, named Meshebeshe, *placed on the throne.* He has however managed to regain his influence, and has been restored to his position again.

In Canada the chieftainship is hereditary, while in the United States. even amongst parties of the same tribes, they follow the fashion of the country they live in, and elect their chiefs.

There are two other settlements under the same superintendence, one at the Rivière aux Sables, in the Township of Bosanquet, on a reserve of two thousand six hundred and fifty acres, and another almost adjoining it on a reserve of two thousand four hundred and forty-six acres at Kettle Point in the same township. They have also purchased four hundred acres in the north-west of the Township of Enniskillen, on Bear Creek. This lot is used principally as sugar-bush; about seventy acres are cleared, and five families reside on the lot. The number of Indians on these reserves is six hundred and eighty. This includes the settlements on the River St. Clair, Bear Creek, Sables River, and Kettle Point. They are all Chippewas, with the exception of two or three families of Pottawatamies on Bear Creek, and a few Ottawas, pronounced Otawaws. At Kettle Point about forty acres are cleared and under cultivation, about eight or ten families are settled on the reserve. At Sables River there are about eighty acres cleared. Only four families are now residing there, the rest of the party having removed to Sarnia. The annuity of the Sarnia, Kettle Point, Bear Creek, and Sables Indians, amounts to seven hundred and fifty pounds. These, like the rest of the Indians in Canada, receive presents annually which for adults average about eight dollars in value; and for children about three dollars each. These presents consist of blankets, cloths, calicoes, knives, and combs. They formerly received a supply of guns, powder, ball, &c., but these have been for some time discontinued. At the reserve in Sarnia is a large house built by the Government for the joint purpose of a church and school-house. An Indian interpreter is maintained here, whose labours extend to the other settlements in the neighbourhood. The Indian reserve extends to the village of Port Sarnia. Just before reaching Port Sarnia the bank rises slightly, and the soil becomes deep sand.

Port Sarnia is finely situated on the St. Clair River. It was laid out in the year 1833; and has increased considerably. Being the last place

at which the steamers bound to the Upper Lakes can touch, as well as a good shipping port for the surrounding country, it will doubtless become in time a place of considerable importance. Building is gradually extending back from the river. Two steam grist mills have been erected, to one of which a saw mill is attached, and to the other a carding machine and oatmeal mill. A large foundry has also been erected, which has turned out steam engines, and other large work of an excellent quality. There are also a water saw mill and two tanneries. A steamboat leaves here every morning for Detroit; and the steamers "London," "Samuel Ward," and "Ben Franklin" call here for passengers and freight for the Sault Ste. Marie, the Bruce Mines, and mines on Lake Superior; and a steamboat leaves once a week for Goderich. A steam ferryboat, and a horseboat ply between Port Sarnia and the American village Port Huron, on the opposite side of the river; and a stage leaves three times a week for London. The Post also leaves twice a week for Chatham, and twice a week for Errol in Plympton. Port Sarnia possesses six churches and chapels—Episcopal, Free Church, Methodist, Baptist, Congregationalist, and Roman Catholic. The following vessels are owned here:—Amherstburg, one hundred and eight tons; Sampson, ninety-three do; Christina, two hundred and thirty-three do.; Elizabeth, sixty-one do.; Agnes Anne, sixty-one do.; Sinbad, two hundred and twenty-six do.; Highland Mary, sixteen do.; and John Malcolm, one hundred and fifteen do.; besides the steam ferryboat "United," one hundred tons. The St. Clair Agricultural Society has its meetings here, and its establishment is understood to have exercised considerable influence in inducing improvement in stock and farming produce in general in the neighbourhood. Port Sarnia is a port of entry, and has a resident collector of customs; also, a grammar and common Schools. Population between seven and eight hundred. The following are the

EXPORTS *from Port Sarnia, up to the end of September, in the year* 1850.

Quantity.	Denomination.	Value.
530,000	Standard Staves	£23,500 0 0
300,000	West India Staves	900 0 0
150,000 cubic feet	Square Timber	2,000 0 0
1,400,000 feet	Pine Boards and Scantling	2,800 0 0
110,000 feet	Walnut do.	1,050 0 0
200,000	Shingles	100 0 0
100,000	Laths	30 0 0
200 bls.	Flour	240 0 0
	Furs	300 0 0
5,000 cords	Cord Wood	1,250 0 0
6,000 lbs.	Maple Sugar	90 0 0
100 bls.	Pork	250 0 0
200 bls.	Cranberries	200 0 0
100 firkins	Butter	240 0 0
2,000 lbs.	Wool	100 0 0
3,500 bushels	Wheat	656 5 0
500 bls.	Potash	4,500 0 0
		£39,106 5 0

After leaving Port Sarnia the road to Plympton runs for a short distance back from the lake, through oak plains,—the soil for the first six miles is composed altogether of deep sand, which extends to a considerable depth. Immediately above Port Sarnia is a small quantity of pine, but not sufficient to supply the mills in the village, which generally import the principal part of their saw logs from the American side. Two miles from Port Sarnia you pass a small lake, called Lake Chipican, six acres in extent, which is separated from Lake Huron by a ridge of high land. After reaching "Maxwell," the residence of Mr. Jones, the land improves in quality, This township is watered by the Rivière aux Perches, or the Perch, as it is generally called, which, taking its rise in Enniskillen, runs through the Township of Sarnia till it reaches Lake Wawanosh, about six miles from Port Sarnia. This lake contains about two thousand acres, with a depth of from six to eight feet. Its nearest point to Lake Huron is about half a mile distant. The Perch leaves Lake Wawanosh at its south-east corner, and reaches Lake Huron about eleven miles from Port Sarnia. An excellent bridge has been constructed across it. Just before leaving the township the road enters a cedar swamp, which is about a quarter of a mile in width, and extends into the adjoining township of Plympton.

This township in general contains excellent land,—much of it is rolling, and the timber generally the best kinds of hardwood. There is a small quantity of pine in the east of the township. Thirteen miles from Port Sarnia is the Village of Errol, where there is a post office. A saw mill was formerly worked here, but is now out of repair. Large quantities of potash have been made in Plympton within the last few years, but when the price was low it has not been found very profitable, from the circumstance that the best potash timber, elm, grows on land which generally requires considerable draining before it is fit for cultivation. Considerable land has been cleared within the last three or four years, and a good grist mill has been erected in the eastern extremity of the township, near the lake. Its machinery is good, and it has proved a great convenience to the inhabitants of the neighbourhood, who were previously compelled to send their wheat to be ground to Port Sarnia; and before a mill was erected there, to the windmill at Froomefield, a distance to some of them of thirty miles. A great drawback to the improvement of the township has been the want of a good road to Sarnia, which has been caused principally by the large quantity of land held in this township and Sarnia by absentees and speculators. Great complaints are also made in Plympton of the dilatoriness of Government in re-offering for sale lots of land which have been taken up, and on which perhaps one instalment has been paid, and no more, and which have been

deserted many years since. It is said that there are several lots in the township so situated. It seems strange to hear the same complaints that were made to Mr. Gourlay in the year 1817, in the southern townships, of the great loss and obstruction to the prosperity of the country caused by the holding of large tracts of land by absentees and speculators, repeated here in the year 1850. Is it possible that in such a length of time Canada has had no Government either wise or honest enough to devise any means of checking so great an evil? In the United States, where the same system formerly existed, special laws were enacted for its prevention. It is not to be expected that a settler, purchasing perhaps one hundred acres of land, will, in addition to making a road through his own lot, go to the additional expense of making a road through five hundred or a thousand acres that do not belong to him.

From the want of a good road the settlers along the lake shore usually keep boats, in which to proceed to Port Sarnia or other places to which business may call them. Getting to Sarnia, however, and getting back again, are two very different affairs, and it frequently happens that parties are detained in the village for three or four days, before a fair wind will allow of their return. The banks of the lake in Plympton are of considerable height, and the water approaches close to the banks, leaving very little beach. The shores of the lake here are very rich in fossil remains, and large blocks, some of which are of great beauty, evidently detached from the rocks on the north shore, are scattered along the beach.

Leaving Plympton, you enter the Township of Bosanquet, which, although now forming part of the County of Lambton, is a portion of the Huron Tract, and the property of the Canada Company. The lower portion, adjoining Plympton, is excellent land,—the timber is large, with very little underbrush. One maple tree near the commencement of the township, the Indians say, has been tapped for above eighty years. Within the last two or three years several settlers have purchased land on the front; previous to that time there was no road through the township, but an Indian trail, which was not passable for vehicles. The shore of the lower portion of the township is low and rocky, with rocks extending for a considerable distance into the lake. At Kettle Point, about ten miles above Plympton, the coast is composed of a kind of shale, containing a large portion of pyrites, or sulphuret of iron, which is generally on fire to a considerable depth, and the coast for the distance of a quarter of a mile is covered with shingle, burned to a bright brick red. From the appearance of the shores some people imagine that there may be an extinct volcano somewhere in the neighbourhood. The township is watered by the Rivière aux Sables, which bounds it on the

east, and, making a bend at its northern extremity, runs nearly parallel with Lake Huron, and at an average distance from it of half a mile, for about ten miles, when it enters the lake; at about a mile from its mouth it receives "Mud Creek," a very ominous name for a stream. In this Creek, a Scotch gentleman, named Scugel or Scogel, who was preparing a Work on Canada, which he had announced as "A Voice from Canada," was found drowned about three years since. He had left Plympton with the intention of walking to Goderich, and in crossing Mud Creek it is supposed he overbalanced the canoe, as he was found under it about six weeks after he was seen in Plympton.

There is much low, swampy land about the mouth of the Sables, and Mud Creek. A ridge of hills of deep sand, about three miles wide, extends along the shore of the lake, from the mouth of the river to the extremity of the township. In the angle formed by the north bend of the river, is a lake, or rather two lakes connected together, called Lake Burwell. It is about four miles long by about two broad, and is surrounded by a considerable extent of marsh. From the mouth of the river to its north bend the timber is principally pine, and a saw mill was erected at the north bend, soon after the first settlement of the Huron Tract. Immense quantities of timber have been sawn, which was floated down the river to its mouth, and there collected. In the early days of the Huron Settlement, the timber used to be rafted at the mouth of the river, and towed up the lake by horses or oxen to Goderich, a distance of about forty miles, and much was frequently lost by the breaking up of the rafts. In the east of the township the land is of excellent quality, and many settlers have lately taken up lots there. From Port Sarnia a road was made by the Government, some years since, to London, at an expense of twenty thousand one hundred and twenty-one pounds. It is now very much out of repair and would require a considerable sum to put it in travelling order. After leaving Port Sarnia, the first four miles are through deep sand, the timber being principally oak: the next ten miles through the east of the Township of Sarnia and the centre of Plympton is generally rather flat and inclined to be wet, with much elm intermixed with the other timber. Afterwards the land becomes stiff clay, with an occasional gravelly ridge crossing the road. There are some good clearings on the road in Warwick, particularly in the eastern extremity of the township, where the clearings are large, the land rolling, and the scenery picturesque.

Twenty-four miles from Port Sarnia is the village of Warwick, which contains about fifty inhabitants. There is an Episcopal church in the village, and a Congregational church about two miles from it. A short distance west from the village of Warwick is the property of Mr. King-

stone, an Irish gentleman, who has made a large clearing, erected a saw mill, large farm buildings, sheds for stall-feeding cattle, &c.

Walpole Island, which we have not yet described, is a large island situated in Lake St. Clair. It is about ten miles in length, and from three to four miles wide. It is a fine island and is occupied by Chippewa, Pottawatamie and Ottawa Indians. The settlement at Walpole Island was commenced at the close of the American war, when Colonel McKie, called by the Indians "White Elk," collected and placed upon this island the scattered remains of some tribes of Chippewas, who had been engaged on the British side. Being left for many years without any interference or assistance on the part of the Government, they became a prey to the profligate whites settled on the frontier, who by various frauds, and in moments of intoxication, obtained leases, and took possession of the most fertile and valuable part of the island.

When the settlement was first placed under the charge of an Assistant Superintendent, in 1839, these Indians possessed scarcely an acre of arable land, but he succeeded in expelling many of the most mischievous intruders, under the authority of an Act of the Provincial Legislature, passed in the same year, and placed their farms at the disposal of the Indians, who have since become more settled, and have turned their attention more generally to agriculture.

A Proclamation having been distributed in 1837, notifying the Indians that presents would, in future, be issued only to those who resided in the Province, several bands of Pottawatamies left the United States, and were permitted to settle upon Walpole Island. Previously to that year the number on the island had not exceeded three hundred, but in 1842 presents were distributed to one thousand one hundred and forty, viz.:—

Chippewas, old residents	319
Chippewas, arrived within a year	197
Pottawatamies and Ottawas from Michigan	507
On their way to settle	117

The new-comers were very different in character and habits from the resident Chippewas. The Pottawatamies, especially, are skilful hunters, and have long depended solely upon the chace. They are wild, turbulent, mendicant and dishonest. They possess no land or property. They have been kindly received by the resident tribes, but their roving habits render them averse from settling, and their arrival in the Province is much to be regretted. Their chief hunting grounds are near the Thames, and the upper part of the two branches of Bear Creek.

The extent of cleared land on the island is estimated at six hundred acres; the greatest extent cropped by one Indian may be twelve acres;

the smallest three acres. The chief crop is Indian corn, but they also plant potatoes, oats, peas, and buckwheat. All these Indians were heathens, but in 1841, a missionary of the Church of England was appointed, at a salary of one hundred pounds, borne upon a Parliamentary grant.

The health of the settled Indians is said to be good, and to surpass that of the neighbouring whites. Since the above Report was made, many of the Chippewas have left the island, and there are now not above sixty remaining. The whole number of Indians on the island now does not exceed one thousand.

At Point Pelé, in the Township of Mersea, is a settlement of Chippewa Indians about one hundred in number, who are settled upon land belonging to the Ordnance Department. They grow a little corn and oats, but principally spend their time in hunting and fishing.

The Western District is decidedly improving, although, from various causes, most of which, in the course of time, will be removed or materially modified, it has not improved as fast as some of its more favoured neighbours; still the richness of its soil, and the advantages of its climate must ere long become known, and duly appreciated. The exports of wheat from the produce of the present season will be very large. We have heard of several well authenticated instances in which the yield has amounted to fifty bushels per acre. Too little attention has been paid in this District to improving the land, and it has been the practice with many farmers to take wheat from the ground as long as it would yield any return, without taking the least trouble to manure. The establishment of Agricultural Societies will, it is to be hoped, work a cure for these mistakes in husbandry, by diffusing true knowledge on the subject. And the division of the District into three separate counties, by enabling the farmer to transact his business nearer home, will leave him more leisure for farming operations.

The District receives an annual grant from Parliament of one hundred pounds in support of its Agricultural Societies. And its grant in support of common schools in 1848 amounted to nine hundred and thirty-eight pounds fifteen shillings; in addition to the sum of one hundred pounds for a grammar school. No account of the schools in operation has been published since 1847, when the number was

Anderdon, one; Brooke, none; Colchester, nine; Chatham, six; Camden, two; Dawn, four; Dover, E. and W., four; Gosfield, five; Harwich, fifteen; Howard, eleven; Maidstone, six; Mersea, three; Malden, nine; Moore and Enniskillen, four; Orford, five; Plympton, six; Raleigh, eleven; Romney, three: Rochester, two; Sandwich, thirteen; Sombra, eight; Sarnia, two; Tilbury, West, three; Tilbury, East, four; War-

wick and Bosanquet, nine; Zone (this includes the new Township Euphemia), eight.—Total one hundred and fifty-three.

Number of Schools in operation in the Western District in 1849:—Anderdon, one; Brooke, three; Bosanquet, one; Colchester, five; Chatham, seven; Camden, two; Dawn, eight; Dover, East and West, three; Gosfield, five; Harwich, fifteen; Howard, nine; Maidstone, three; Mersea, four; Malden, nine; Moore and Enniskillen, five; Orford, six; Plympton, five; Raleigh, eleven; Romney, two; Rochester, four; Sandwich, thirteen; Sombra, seven; Sarnia, two; Tilbury, East, four; Tilbury, West, three; Warwick, nine; Zone, seven.—Total, one hundred and fifty-three.

The expenditure on public works in the District up to December 31st, 1849, has been—

Public Works.	Amount.
Rondeau Harbour	£17,082 3 11
" Road	2,343 19 3
Tecumseth Road	1,055 15 9
Amherstburgh and Sandwich Road	961 8 2
London and Chatham Road	45,006 9 9
Total	£66,449 16 10

A considerable portion of the London and Chatham road, however, runs through the London District. In addition to the above, there was a grant, in 1847, of two thousand pounds, for rebuilding the Chatham bridge across the Thames. This bridge had been completed in 1840, at an expenditure of one thousand eight hundred and fifty-nine pounds, but had become so thoroughly out of repair as to be dangerous to cross; and passengers from each side of the river were reduced to the necessity of employing a scow ferry-boat.

The allowance for lighthouses in the district for 1849, was—

Name of Light.	Salaries.	Supplies.	Total.
River Thames	£ 65 0 0	£ 21 14 2	£ 86 14 2
Bois Blanc	85 0 0	88 4 6	173 4 6
Point Pelé	109 12 6	179 10 7	289 3 1
Rondeau	24 12 4	59 19 2	84 11 6
	£284 4 10	£349 8 5	£ 633 13 3

AMOUNT *of Lighthouse or Tonnage Duty received during the year ending 5th of January,* 1849.

Amherstburgh	£ 20 4 0
Chatham	27 17 0
Port Sarnia	61 7 0
Rondeau	12 17 0
Wallaceburg	1 18 9
Total	£ 124 3 0

REVENUE *from Customs Duties, received in the Western District, during the year ending* 31*st January,* 1849.

Ports.	Gross Revenue.	Net Revenue.
Amherstburgh	603 6 3	£ 441 6 3
Chatham	925 4 4	643 15 9
Sarnia	457 1 4	258 9 6
Rondeau	49 12 6	Less than expense of collecting.
Sandwich, (this includes Windsor)	1,010 4 3	776 9 10
	£ 3,045 8 8	£ 2,120 1 4

The following abstracts from the census and assessment rolls, will show the present state, and ratio of increase in the district, for the years 1842, 1844, 1848 and 1850. The amount of rateable property inserted in the table for 1850 is that of 1849: the returns for 1850 not being made up.

DATE.	Number of Acres Cultivated.	MILLS.		Cows.	Oxen, 4 years old and upwards.	Horned Cattle, from 2 to 4 years old.	Amount of Rateable Property.
		Grist.	Saw.				
1842.....	69,335	19	19	8375	3148	4112	394,711
1844.....	82,726	15	22	9624	3963	4628	341,354

1848.

Township.	Number of Acres Cultivated.	Mills.		Horses, 3 years old and upwards.	Oxen, 4 years old, and upwards.	Cows.	Horned Cattle, from 2 to 4 years old.	Value of Rateable Property.
		Grist.	Saw.					
Anderdon	1977	0	0	230	66	270	115	£7395
Bosanquet	638	0	1	13	68	107	40	3432
Brooke	655	1	1	14	72	96	25	2751
Camden	1744	0	0	71	63	151	84	5202
Chatham	4917	0	0	219	216	458	150	15654
Colchester	6544	0	1	483	169	750	327	21330
Dawn	4433	1	3	190	142	378	206	14434
Dover, East and West	3876	0	0	246	263	514	242	13763
Gosfield	6260	1	1	381	144	627	314	21976
Harwich	9043	1	2	381	375	830	392	32174
Howard	10396	3	8	352	379	836	397	32312
Maidstone	2140	0	0	140	175	369	113	9143
Malden	5102	0	0	550	83	604	168	29770
Mersea	3575	1	1	175	155	426	198	11936
Moore and Enniskillen	3245	1	0	136	243	442	177	15443
Orford	5019	1	2	152	217	424	266	14990
Plympton	3783	1	1	74	221	373	174	10795
Raleigh	7563	0	0	453	267	875	349	27204
Rochester	1147	0	0	129	117	247	101	6005
Romney	1237	0	0	73	35	126	77	3951
Sandwich	13447	1	0	1088	413	1267	572	62069
Sarnia	1556	0	1	123	90	245	59	12976
Sombra	2819	2	2	161	237	421	218	13572
Tilbury East	1939	0	0	115	158	255	156	8460
Tilbury West	1256	0	0	104	113	197	126	6144
Warwick	4854	0	2	152	304	514	219	14367
Zone	6541	2	2	215	270	586	350	16985
Total	115708	15	28	6420	5053	12388	5615	£434235

1850.

Township.	Population.	Number of Acres occupied.	Grist Mills.	Amount of Rateable Property.	Neat Cattle.	Horses.	Sheep.	Hogs.	Wheat in bushels.	Barley—bushels.
Anderdon.....	774	5109	0	7164	420	358	438	418	3319	454
Bosanquet	619	833	0	9463	422	38	228	199	2453	3
Brooke	347	9016	0	3009	340	32	371	173	2742	0
Camden	1049	10436	1	5137	894	236	1340	1037	12174	16
Chatham	1304	18213	1	15388	1098	453	1913	1432	21428	1113
Colchester	2248	10481	2	22597	1019	563	1374	1644	16584	736
Dawn	429	8155	0	14520	651	171	1147	638	7399	15
Dover, E. and W..	1598	4077	0	13574	1202	309	1357	1132	14569	1506
Enniskillen	154	1805	0	0	133	114	75	13	667	0
Euphemia.....	1180	18834	0	0	1326	319	2589	970	7868	0
Gosfield	1150	22397	4	21745	1710	561	2342	2238	19135	65
Harwich	1902	22410	0	33320	1822	434	2686	1128	21041	331
Howard	2465	42569	1	33254	2837	629	5305	2731	28203	660
Maidstone	761	13523	1	9132	113	245	584	995	1598	88
Malden.....	1552	32220	1	31174	2122	718	2815	3164	23668	32
Mersea.....	1014	4104	0	11521	1455	259	1688	1543	5973	90
Moore	1247	26060	0	14941	1128	387	1365	740	6162	55
Orford	1295	23680	1	14555	1698	288	3229	1054	12954	311
Plympton.....	1097	3846	1	11516	1489	144	1583	480	6668	16
Raleigh.....	1884	27181	3	26720	1922	584	3061	1469	18622	90
Rochester.....	619	10715	0	6480	694	180	325	982	2190	90
Romney	173	8887	0	4311	358	97	492	389	4092	0
Sandwich	1340	36124	0	64969	5532	1510	3628	4238	14930	1618
Sarnia	1036	10666	2	13569	577	148	587	210	1696	8
Sombra.....	971	16460	2	13032	1319	251	1438	1040	8013	20
Tilbury East	657	2163	0	8567	549	291	499	77	567	276
Tilbury West	515	6871	0	5924	645	196	375	593	2514	165
Warwick	1594	24712	0	14934	1097	258	1656	437	12333	0
Zone.....	225	3732	0	18731	109	345	250	66	1766	0
Total	31199	425279	20	£449249	34681	10118	44640	31230	281608	7758

Township.	Quantities in Bushels.						Tons of Hay.	Lbs. of Tobacco.	Lbs. of Wool.	Turnips, bushels.	Lbs. of Maple Sugar.	Lbs. of Butter.
	Rye.	Peas.	Indian Corn.	Oats.	Potatoes.	Buckwheat.						
Anderdon	0	185	13054	5456	2398	486	514	267	1288	2539	0	1131
Bosanquet	0	330	2396	837	1130	61	127	25	683	1470	7001	757
Brooke	0	251	346	1344	450	16	169	0	1095	230	4225	1253
Camden	0	3123	6006	3807	3122	849	470	70	19502	630	3648	1083
Chatham	110	17177	5786	8379	4581	120	62	28	9481	30	6348	3183
Colchester	277	271	23054	14201	3306	277	888	0	4579	3446	0	4080
Dawn	0	2745	2724	3752	1554	0	389	0	2918	160	5495	1651
Dover, East and West	501	2471	4250	5689	3291	400	538	69	3110	1896	8263	820
Enniskillen	40	381	487	456	183	124	73	0	276	60	1148	132
Euphemia	633	4985	5570	7917	50	1608	1230	0	12867	0	7467	7203
Gosfield	2260	229	19268	9091	10011	1650	1077	2075	18140	3579	7082	6348
Harwich	147	3109	10238	9982	8472	305	1121	400	8392	113	13076	4670
Howard	1873	6696	16368	13623	9718	67	1844	22490	21509	1115	15999	8550
Maidstone	175	0	6902	3601	639	576	531	0	991	168	0	3911
Malden	1402	360	35678	10319	7941	1559	1089	0	2068	4000	8290	16452
Mersea	2635	183	9625	7063	6678	1526	551	43340	4973	9490	0	3681
Moore	0	4080	4884	9414	4143	206	1073	0	4379	435	5613	7070
Orford	706	3341	6552	5751	3883	1316	1443	956	8619	1066	5608	7210
Plympton	0	2738	3334	6717	2420	108	913	0	4776	460	11875	3645
Raleigh	180	2305	17251	18279	1141	406	696	0	8115	1043	6885	5916
Rochester	150	159	4784	3731	2736	264	417	232	929	944	1058	1130
Romney	10	0	7942	2086	0	0	145	35467	1612	360	0	40
Sandwich	1792	626	26478	40609	8346	4003	3213	1144	190	1581	13264	9680
Sarnia	20	1029	1628	2935	2500	218	668	0	2027	1288	3130	4643
Sombra	100	1900	6054	5131	3329	1422	575	10	3463	913	2545	5340
Tilbury East	100	797	6374	2912	933	282	200	146	1579	2049	1478	226
Tilbury West	239	171	5053	4907	1131	170	178	495	804	722	1878	3295
Warwick	0	3264	2021	11279	1847	287	754	0	4495	132	28813	5380
Zone	98	517	662	940	1125	462	133	0	955	283	1843	55
Total	13448	63323	254769	220208	99058	18768	21081	107214	153815	40202	172032	118545

There is still a large quantity of land for sale in the district. In addition to the large quantity still on hand of Crown and Clergy Reserves, there are many thousand acres belonging to the Canada Company, still vacant, in addition to what is in private hands. Considering, however, the great disadvantages under which the Province in general, and the Western District in particular has had to labour; considering also, that in the year 1817, Romney, Tilbury East and West, Rochester and Maidstone, were stated to have no regular settlements, and altogether to have a population not exceeding one hundred and eighty,—it is more surprising that it has advanced as much, than that it has advanced no farther. The following is the

QUANTITY *of Crown Lands and Clergy Reserves for sale in the Western District. The price of the Crown Lands is* 8*s. per acre, and the Clergy Reserves range from* 8*s. to* 10*s. per acre, according to situation and quality of soil:*

CROWN LANDS.		CLERGY RESERVES.	
Township.	Acres.	Township.	Acres.
Brooke, about	12000	Camden	1400
Enniskillen "	6000	Chatham	5000
Gosfield "	1000	Colchester	6000
Maidstone "	1000	Dawn	9600
Mersea "	4000	Dover	5000
Moore "	2000	Gosfield	6000
Plympton "	600	Harwich	2200
Rochester "	2200	Maidstone	2400
Raleigh "	3600	Mersea	8000
Tilbury E. "	6000	Moore	3600
Tilbury W. "	4000	Orford	1600
Warwick "	600	Plympton	3400
Zone "	300	Raleigh	6800
		Romney	3000
		Rochester	3200
		Sandwich	600
		Sombra	4400
		Tilbury E.	7000
		Tilbury W.	5800
		Warwick	1400
		Brooke	4600
		Enniskillen	10000
		Zone	5000
Total	43300	Total	106000

Government and County Officers in the Western District.

Judge of District Court	Alexander Chewett	Sandwich
Sheriff	John Waddell	Do.
Clerk of Peace	Charles Baby	Do.
Treasurer	George Bullock	Do.
Registrar, Kent and Lambton	H. Glass...	Chatham
Registrar, Essex	James Askin	Sandwich
Inspector of Licenses	W. G. Hall	Do.
Judge of Surrogate Court	John A. Wilkinson	Do.
Registrar of do.	James Askin	Do.
District Clerk	S. S. McDonell	Do.
Deputy Clerk of Crown	Peter H. Morin	Do.
Crown Lands Agent	Dr. Patrick McMullen	Do.
Warden	George Hyde	Plympton
Collectors of Customs	R. E. Vidal	Port Sarnia
	John F. Elliott	Windsor
	W. Cosgrove	Chatham
	F. Caldwell	Malden
	—— Crotlyn	Rondeau
Coroners	Hugh Johnston	Moore
	R. Pegley	Chatham Town
	S. T. Thebo	Sandwich
	W. G. Hall	Do.
	James Kevill..	Amherstburg
	A. Young, jun.	Port Sarnia
	P. P. Lecroix	Sombra

As soon as the separation of the Counties of Essex, Kent, and Lambton, has taken place, additional officers will be chosen for two of the counties. Lists of which will be published when complete.

Division Courts.

1st Division—Sandwich, Maidstone, Rochester, and West Tilbury. Courts held at Sandwich, once in two months.

2nd Division—Anderdon, Malden, and Colchester. Courts held at Amherstburg, once in two months.

3rd Division—Gosfield, Mersea, and Romney. Courts held at Mersea, once in two months.

4th Division—Chatham, from the first to the sixth concession, inclusive; Dover East, from the first to the twelfth concession, inclusive; and Dover West, Tilbury East, Raleigh, and Harwich. Courts held at Chatham, once in two months.

5th Division—Sombra, from the first to the sixth concession, inclusive; Chatham, from the seventh concession inclusive, and Dawn, Zone, Camden, and Brooke. Courts held at Dawn Mills, once in two months.

6th Division—Bosanquet, Plympton, Enniskillen, Sarnia, Moore, Warwick, and Sombra from the seventh concession inclusive. Courts held at Sarnia, once in two months.

7th Division—Howard and Orford,—and the south-eastern part of Harwich, commencing at the line between lots nine and ten, on the Howard and Harwich town line, then along the concession line, between eight and nine east of the communication road, and then along the line between fifteen and sixteen, west of the communication road, to the town line between Harwich and Raleigh. Courts held at Morpeth, once in two months.

Distances in the Counties of Essex, Kent, and Lambton.

Chatham, to Cook's Corner, 7. Blenheim, 12. Shrewsbury, 17.
——— to Dauphin's Tavern, 12. Chovin's Tavern, 23. Martindale's Tavern, 36. Windsor, 49. Sandwich, 52. Amherstburg, 68.
——— to Louisville, 6. Thamesville, 15. Moraviantown, 21. Dawn Mills, 15. Zone Mills, 24. Dresden, 19. Wallaceburg, by Baldoon St., 17. By Dawn Mills, 31. Sutherlands, 51. Froomefield, 56. Port Sarnia, 61. Errol. 74.
Amherstburg, to Colchester Post-Office, 14. Gosfield village, or Kingsville, 25. Albertville, 27. Wigle's tavern, 34. Blenheim, 69. Morpeth 79. Orford Post Office, 86.
Port Sarnia to Warwick, 24,

Leaving the south-west for the northern shores and islands of Lake Huron and its neighbourhood, we derive much assistance from the valuable labours of Messrs. Logan and Murray, the Provincial Geologists—and shall therefore extract such portions of the reports as may prove available.

The greater portion of the immediate coast line on the north shore of Lake Huron may be described as generally poor and rocky, in some parts wholly destitute of vegetation, in others thickly clad with trees, which, however, are of stunted growth, and of inconsiderable value. These marginal forests are chiefly composed of trees common to the more mountainous parts of Canada, the species being balsam fir, spruce, red and white pine, white birch, and poplar predominating on dry parts, while white cedar and tamarack abound on the swampy and moister ground. But while the coast line exhibits this uninviting appearance, the interior in many places presents a very different character, especially in the valleys of the principal streams, where there are frequently to be seen extensive flats of rich and deep soil, producing maple, oak, elm, birch, and basswood, besides occasional groves of both red and white pine of large size. Various places of this description have been cleared and cultivated by the Indians; and where such has been the case, as at Spanish River, notwithstanding the rude state of aboriginal agriculture, the crops of maize and potatoes are nearly equal in both quantity and quality to those usually seen in the more favoured latitude, and under the more enlightened system of tillage in Canada West.

The principal streams, some of which are so favored, are the Thessalon, the Mississagui, the Serpent, and the Spanish Rivers. The first two of them, taking their origin far in the interior, where the country is represented to be spotted with numerous small lakes, run in a south-easterly direction, and fall into Lake Huron, within twenty-five miles of each other, the Thessalon nearly opposite the north point of Drummond Island, the Mississagui nearly due north from the west end of the Grand Manitoulin. The Serpent and the Spanish Rivers, whose mouths are fifteen miles apart, flow nearly due west for many miles of the lower part of their course, but rise a great distance to the northward, where they are connected, as the former two, with many small lakes. The exit of the Spanish River is about fifteen miles west from the Hudson Bay Company's Post at La Cloche, and the Serpent, therefore, will be about thirty from the same point.

To the westward of the Spanish River, the coast is for the most part low, but precipitous and rugged; it abounds with safe and commodious harbours among its numerous islands and inlets, which can scarcely fail in many instances to become, in the course of time, of commércial importance. To the eastward of the river the scenery is improved by the gradual approach of a high range of picturesque hills, coming out upon the coast about four miles westward of the Hudson's Bay Company's post at La Cloche. They are known there as the La Cloche mountains: one of their highest points was ascertained to be four hundred and eighty-two feet above the level of the lake. This part of the lake is thickly studded with islands, and the coast is much indented with extensive bays and inlets, which offer shelter and security, during any storm to which the voyager may be exposed. Indeed the whole coast from Sault Ste. Marie to the French River possesses advantages with respect to harbours that cannot be surpassed; but some of those which are of the safest description when entered, are dangerous and difficult to approach from the open lake, in consequence of the numerous reefs and sunken rocks lying concealed outside of them.

To the eastward of the Manitoulin group of islands, another change occurs in the character of the scenery; and between Shebawenahning, an Indian trading post, about thirty miles east from La Cloche and the French River, the coast and islands are for the most part low rocks, entirely destitute of vegetation. The La Cloche hills recede to the northward, and these being lost to the eye before we reach the French River, there extends to the horizon in the direction in which they vanish, a dreary and desolate waste of low broken country, while the water of the lake bounds the prospect to the south.

The French River is a continuous chain of long narrow lakes, which, lying at small elevations, one over the other, are connected by short rapids and falls; these lakes are crowded with large and small islands, the channels among which are frequently contracted to a few yards in width, and thus acquire, in many places, a fluviatile semblance; and the waters of Lake Nipissing, after passing through these successive quiet intervals, join those of Lake Huron by four main outlets, about four miles apart from each other, which are included in a distance of fifteen or sixteen miles. From various points up these main channels, a multitude of narrow outlets break off, and the whole divide the land at the mouth of the river into a perfect labyrinth of small islands. The principal channel is the one farthest west, generally known as the north channel, and it was through this, that the measurements and examination were carried; it joins the lake in latitude 45° 57′ north, and longitude 81° 7′ west, according to Captain Bayfield's Chart; and a straight course from this point to the south side of the outlet of Lake Nipissing, would bear by compass N. 75° E., the distance being fifty nine miles. Following the bends of the channel, there are three general courses; the first north-easterly for a distance of seven miles; the second nearly due east for thirty three and a half miles; while the third turns about two points to the northward of east, and reaches Lake Nipissing in twenty one miles. The variation of the compass was found by azimuths of the sun to be 1° 55′ W., at the mouth of the river, and 4° 25′ W., at a short distance from Lake Nipissing. Ascending the north channel, three outlets are met with, at the respective distances of six, nine and a half, and ten and quarter miles, which are said to unite about two miles to the southward, and constitute the second main channel: two more outlets at the respective distances of twelve and twenty four miles unite to form the third main channel, and the fourth separates in a single stream at the distance of twenty-eight miles.

The country through which the north channel passes, is for the most part low and barren, affording little diversity of scenery; it is scantily clothed with timber, consisting of red, white, and pitch pine, the first two of which sometimes appeared to attain a tolerable size, but were in no case that came under my observation, of sufficient dimensions to be of commercial value; and the last is always of diminutive size. The immediate banks of the channel are abrupt and precipitous, sometimes rising vertically for nearly seventy feet: from their rocky nature landing is often found difficult, and eligible places for encampment are exceedingly scarce; indeed there were but three occasions on which we found, on pitching our tents, a sufficiency of soil to admit our tent pins being driven into the ground.

After carefully levelling every part on the river where a current was visible, and making an allowance for those where no flow was perceptible, the total difference of height between Lakes Huron and Nipissing appears to be sixty-nine feet. In ascending the river it was found necessary to make seven different portages, but in descending, all these can be run by canoes with the exception of two; these are the Chaudière and the Grand Recollet, the former of which is about a quarter of a mile long, while none of the others exceeds a few yards. There were indications in the water marks of both Lake Huron and Lake Nipissing, that they have sunk considerably below their ancient levels, and a corresponding fall could be traced in each successive lake of the chain between them. On Lake Huron the difference was ascertained by the spirit level to be 4.10 feet; on Lake Nipissing the following measurements were carefully taken by a tape against a vertical rock:—

	Ft.	In.
Spring mark of this year over the existing level....	2	0
Old mark above the spring mark.....	3	9
Another mark, supposed to be the old spring mark above the old summer mark.....	2	0

From this it would appear that the ancient average level of Lake Nipissing was three feet nine inches higher than the highest level it now attains during the freshets of the spring.

A ridge of land, which, proceeding from the vicinity of the Falls of Niagara, sweeps round the upper extremity of Lake Ontario, and running thence into the promontory of Cape Hurd and Cabot's Head, is represented in continuation by the Manitoulin Islands, divides Lake Huron into two parts, which may be called the south and the north. The south part constituting the great body of the lake, with a circumference exceeding seven hundred and twenty lineal miles, has an area of about fourteen thousand square miles; the north portion is again divided into two parts, the east and the west, the former of which, called the Georgian Bay, extending from Nottawasaga to Shebawenahning, and the eastern extremity of the Great Manitoulin Island, with a length of one hundred and twenty miles, and a breadth of fifty, has an area of about six thousand square miles; while the remainder, called the North Channel, gradually narrowing as it proceeds westward, presents a surface, exclusive of the various islands with which it is studded, particularly in the eastern end, of seventeen hundred square miles; the whole area of the water of the lake would thus appear to be twenty-one thousand square miles.

Only four of the islands which there serve to divide the lake go under the denomination of the Manitoulins; these are generally designated on maps—Drummond, Cockburn, Great Manitoulin, and Fitzwilliam or Horse Islands; but there are many others of minor importance which are links in the same chain, and exhibit similar geographical and geological features, and with St. Joseph and La Cloche Islands, it will be convenient for the present to suppose them included under the general name.

The same formations which constitute the Manitoulin Islands, constitute also the Peninsular promontory of which they are an interrupted prolongation, and a uniform geographical character thus runs through the whole. That part of this promontory and the islands, which faces the great body of the lake, presents a general line, leaving out coves and inlets, coinciding with the strike, which, forming a bearing of twenty degrees east of north, gradually bends round to half as many north of east, in a distance of one hundred and seventy miles; from this line the land slopes gently up, for a varying breadth, and to a varying height, (the breadth and height gradually diminishing proceeding westward,) and then falls precipitously in escarpments in the opposite direction, which are deeply indented by many transverse ravines. The form of surface which is thus presented by this belt above the level of the lake is maintained below, and the result is, that while the lake on the shelving side is shallow, affording a dangerous approach to the land, and few good harbours, on the opposite side it is deep, and good harbours for all sizes of vessels abound, the transverse ravines becoming sounds, long inlets and capacious bays, with plenty of water and good shelter.

Such being the main general geographical features of the belt, divers peculiarities prevail in particular parts, and these diversities occur on the abrupt rather than on the shelving side. Proceeding along the former, Drummond and Cockburn Islands present escarpments close upon these coasts, whose summits seldom rise higher than fifty or sixty feet over the level of the lake, but reaching Cape Robert on the Grand Manitoulin, our measurement made the cliffs one hundred and fifty-five feet, and thus they continue to Barrie and the east side of Bayfield Sound. Beyond this they leave the shore, but re-appear again south of the Sheguenandod, an Indian village in Manitouwaning Bay, and are again seen at Wequamekong, near the Roman Catholic mission in Smith's Bay, and at Cape Smith beyond. In the neighbourhood of Sheguenandod and Wequamekong, from the foot of the escarpment mentioned, the land slopes upward northerly, rising to the edge of a second but less bold and well-defined escarpment, which is seen at La

Cloche Strait and Point Peter, where it attains an elevation of one hundred and thirty to one hundred and forty feet. The eastern extremity of the Grand Manitoulin Island, and the line of coast between Cabot's Head and Cape Hurd are sections nearly transverse to the formations of the belt, and the island that lies between them, in no case successively separated by intervals of water exceeding seven miles, are points shewing their connection. All these islands present an abrupt escarpment to the north-east, and a gentle slope in a contrary direction. The same character is more grandly displayed in the coast between Cape Hurd and Cabot's Head, and it serves to illustrate the structure in other parts; the distance between the points is seventeen miles, and the edge of an abrupt limestone cliff is seen to rise gradually from the one to the other until it attains a height of three hundred and twenty-nine feet, standing almost perpendicularly over the water. South of Cabot's Head the coast continues to present bold precipices,—sometimes upwards of two hundred and t venty feet high,—for the greater part of the distance to Owen Sound; eastward of this it has a height of about one hundred and sixty to one hundred and seventy feet, at Campbell's Cliff, between Cape William and Point Rich;—the escarpment receding thence into the interior, and coming out again in Nottawasaga Bay, can be traced along the shore to Beaver Brook, in the Township of Collingwood, farther on in which, leaving the water, and striking into the interior in the south-easterly direction, the range to which it belongs gains in height, and becomes of sufficient importance to be dignified with the title of the Blue Mountains. Around the extremity of Nottawasaga Bay the land is low, but in the Peninsula, which lies between it and Matchedash Bay, a feature of the same kind as characterises the Manitoulin Belt is observed. From the south-west the land gradually slopes up, and falls in escarpments on the north-east at Point Adams and Point Gloucester,—and the same form is carried out into the islands at the extremity of the Peninsula, from the south-west side of Christian Island to the Giants' Tomb, whose bold north-eastern slope corresponds with that of Point Adams.

Along the bold shore of the south-western side of the Georgian Bay, the water is very deep at a very short distance out from the land, as may be seen by a reference to Captain Bayfield's admirable Chart of the lake; a mile out from Cabot's Head it is represented to be four hundred and sixty feet, and in Dyers' Bay five hundred feet, three miles out. Yet at every point and island, and sometimes also in the bays, it is observable that a fringe of reefs prevails close in upon the shore; the reefs all appear to be composed of loose blocks, and are probably in part derived from the destruction of the neighbouring cliffs, and they make it

in many places dangerous, often for long stretches, to approach too near the land. This is the case nearly all the way from Nottawasaga to Owen Sound, where in one part of the distance they extend out three miles.

Along the coast from Cape Hurd, places of shelter are not so numerous as they are along the Manitoulins, and they are sometimes dangerous to approach. There are several good harbours at Cape Hurd, though it is to be apprehended, from the irregular and rocky character of the bottom, they can scarcely be called good anchorages; there is a harbour also, (called Wingfield's Basin, on Bayfield's Chart,) at Cabot's Head, but its value is much diminished by the existence of a shallow bar across its entrance, effectually preventing the admission of large vessels, and rendering it at times inaccessible to even boats and canoes, especially when the wind is from the northward and westward. South of Cabot's Head the best harbours are Isthmus Bay and Melville's Sound, beyond which it is difficult to get shelter from north-easterly winds, except under the lee of the islands in Colpoy's Bay. Nottawasaga Bay may be said to be quite destitute of shelter, though formerly a good refuge for boats was readily found at the mouth of almost any of its streams; but the lake has within a comparatively short period receded, and the exits of these streams have become inaccessible. At the south end of Christian Island there is a capacious bay facing the east, which, being sheltered on every side, and affording good anchorage and good camping ground, is in every respect an excellent harbour; and eastward of this there are safe coves and inlets both on the main shore and on the islands, and no part is much exposed up to Penetanguishene.

The Manitoulin Islands, and their corresponding peninsular promontory, which has not yet been fully examined, are covered with dense forests, which are frequently of the description usually indicating a rich and fertile soil. On many parts of the southern end of St. Joseph, and in the smaller islands of the Manitoulin group, but especially on the Grand Manitoulin, besides groves of stately pine, that, under more favorable circumstances, might afford a considerable supply to the lumber market, there are extensive tracts of land, almost exclusively growing maple, elm, oak, ash, birch, and basswood, of such character in point of size, as not to be greatly surpassed by the produce of the justly celebrated hard timber lands of Canada West. Several small settlements have been made on St. Joseph Island, the principal one of which is on the south side, where there is a small village known by the same name as the island; near it, a small stream enters a capacious bay, and affords a sufficient fall, and an ample supply of water for milling purposes;

a saw mill was at one time in operation on it, which of late years has been abandoned. Cockburn, the Grand Manitoulin and Horse Islands, constituting an Indian reserve, Indian settlements alone have been made on them, the chief of which are at Manitouwaning, Sheguenandon, and Wequamekong, all on the Grand Manitoulin. At the first mentioned place there is a regularly appointed Government Indian establishment. At Waquemakong, where there is a Roman Catholic mission, the clearings are extensive, and many of the Indians have abandoned their wandering life, and subsist on their farms, and this is the case too at Manitouwaning; but at Sheguenandod, although by far the finest tract of country that we saw is found there, the clearings are few and scattered, and the natives are more frequently to be met with in the woods or in their canoes, than in their houses or on their lands.

The Grand Manitoulin is a very important and very beautiful island. Its length is eighty, and its average breadth twenty, miles; the forty-sixth parallel of north latitude passes through three of its most northern points, and the eighty-second and eighty-third meridians of west longitude are at about equal distances from its west and east ends, the latter meridian passing through one of its most northern points at its broadest part, which measures thirty-three miles, and from which the island gradually tapers to the westward. The whole area of the island, exclusive of its numerous bays and inlets, cannot be less than sixteen hundred square miles; the escarpments which have been mentioned run longitudinally through it, and some of them show heights of one hundred and fifty-five to two hundred and fifty and three hundred feet,—and the most elevated points do not exceed three hundred feet over the level of Lake Huron. The amount of moisture which falls in this area must, no doubt, be considerable, and the interior of the island appears to be well supplied with streams and lakes. But there is a peculiarity belonging to at least one of these lakes that deserves to be noticed. It lies within a few miles of Manitouwaning,—a well-beaten Indian path running a little to the north of due west for three miles, leads to the lake. The form of the lake may be compared to an hour-glass,—expanding at the ends, which are seven miles wide, while in the middle of the length, which is ten miles in a N. W. and S. E. direction, it contracts to a breadth which in the narrowest part does not exceed one mile. The area of the eastern expansion is twenty-eight square miles, that of the western twenty-one square miles, and that of the middle part six square miles—making a total area of fifty-five square miles. Its rim is fringed to the water's edge by a thick growth of evergreens, chiefly cedar,—except on the south-western side, in some parts of which, precipitate ledges rise to the height of ten to forty feet; on this side too the land rises into an escarp-

ment, while it slopes up gently on the other, exhibiting in these features a prevailing character already mentioned, arising from geological structure. The eastern corner of the lake approaches to within a mile and a half of a sweep on the west side of Manitouwaning Bay, and on carefully levelling the difference of elevation between the two, it was found to be one hundred and fifty-five feet,—and a question of some interest connected with the lake (which constitutes its peculiarity) is, the source whence it derives its supply of water. After closely examining its shores, only one small stream was found to run into a little bay on the south-west side of the narrow part, which, from all that could be learned from the Indians, was its only visible supply; but while it thus appears to receive so scanty a tribute from the surrounding country, it furnishes sufficient water for three large brooks that fall from it to the south, the west, and the north. The first of these discharges itself into the main lake, near Michael Bay, on the south side of the island, after supplying several small ponds met with in its course; the second, which leaves the lake at its western extremity, feeds a succession of small lakes, and falls into Beaufort Bay; while the third, flowing to the north, supplies two more lakes, and eventually terminates at Sheguenandod Bay. A rough survey was made of the lowest of these two lakes, and the middle one was seen from one of the heights in its neighbourhood; but for its size and form I am indebted to the Indian Chief at Sheguenandod. The one we surveyed is nearly two miles in length, with a breadth exceeding half a mile; and from the Chief's description, it is conceived the other is about the same size. Another large lake is said to occupy a portion of the island, between Beaufort Bay and Bayfield Sound. The rock of the country being chiefly limestone, which is so frequently known to give subterranean passage to streams, it appears probable that these lakes may be related by such a communication, and there may be others in the same way connected with them, and thus the water of Tecumseth Lake may result from the drainage of a considerable part of the island. The coast and islands of Lake Huron present greater advantages for the examination of the rocks, which constitute Western Canada, than perhaps can be found in any other part of the Province;—for while the mainland on the northern and more eastern shores of the lakes exhibits continuous exposures of the more ancient formations, the Manitoulin Islands, and the coast between Matchadash Bay and Sarnia, show in regular succession the whole of the fossilliferous groups, from the lowest to the highest contained within its limits.

The older groups observed consist, firstly, of a metamorphic series, composed of granitic and syenitic rocks, in the forms of gneiss, mica slate, and hornblende slate; and, secondly, of a stratified series, com-

posed of quartz rock or sandstones, conglomerates, shales and limestones, with interposed beds of greenstone; and of the fossiliferous groups following these, six formations were met with, which, in the New York Nomenclature, come under the following designations:—

1. Potsdam sandstone.
2. Trenton limestone.
3. Utica slates.
4. Loraine shales.
5. Medina sandstones.
6. Niagara limestones, including the Clinton group.

The metamorphic series occupies the whole of the coast from Shebawenahning to the mouth of the French River, whence it constitutes the banks of this river, to Lake Nipissing. Whether the rocks of this series compose the coast between the French River and Matchedash Bay, has not yet been ascertained, but they were met with on the north-eastern shore of this bay and its islands, to the mouth of the River Severn, where their limit strikes into the Township of Matchadash. In general character the rocks of this series are either granitic or syenitic gneiss, the constituents of granite prevailing in some instances, those of syenite doing so in others. Their prevailing colour, on the north coast, and for several miles up the French River, is reddish, arising from the presence of red feldspar, and a pale flesh-coloured quartz; in the other parts, and especially above the lowest seven miles of the French River, the general colour is black or dark grey, owing to the presence of black hornblende and black mica; feldspar occurs in most of the rocks, but in such various proportions, that in some instances it is nearly absent, whilst in others it forms the most abundant constituent. A parallel arrangement is observable in the constituents of all the varieties, and in the varieties themselves, but it is particularly distinguishable where mica most prevails. When hornblende is the most abundant mineral, small red garnets are very frequently met with, which on close inspection, give a speckled appearance to the rocks.

When the rocks are chiefly composed of quartz and feldspar, with or without mica, they are usually in thick beds; when hornblende and mica prevail, the beds are mostly thin, sometimes slaty; the more massive beds are in many instances divided by thin layers of mica, generally black, or of a brownish tinge. The thickness of the series it was not found possible to ascertain; its members were every where in a highly disturbed condition, and frequently very much contorted. On the lower parts of the French River, where the massive beds chiefly occur, the inclination appeared to be at a high angle towards the south-east, but

further up the rocks were of a more slaty character; and where the the thinner beds were more frequently seen, we could discover a succession of sharp folds and contortions, which repeated the same beds for a distance of many miles. Near the crown of each undulation there was generally a crack, which extended at a pretty regular rate of inclination from the top to the bottom of the cliffs, and these cracks in succession might readily be mistaken for planes of stratification, and lead to great exaggeration in estimating thickness, whilst on the upper portion of the French River, it was frequently necessary to be cautious in regard to this peculiarity, and especially where the thick-bedded parts of the series were exposed, as the dip here became as uniformly westward as it had been to the eastward at the mouth; but having at the time become aware of the contortions, a close examination of the sequence of constituent bands, often convinced me that what otherwise might have been taken for enormous thickness, resulted in reality from frequent repetitions of the same masses. Veins of quartz were often observed to intersect this series, some of which were upwards of three feet wide, but in no instance did we perceive any metalliferous indication, farther than the presence of iron pyrites.

The next series in succession in the ascending scale is a set of regularly stratified masses, consisting of quartz rocks or altered sandstones, conglomerates, slates and limestones, interstratified with beds of greenstone. Taken as one formation, these rocks form the whole north coast of Lake Huron, and either wholly or in part, many of its neighbouring islands between Little Lake George and Shebawenahning; but there is a great diversity of character, both in mineral quality and general appearance, in the different parts composing the group.

Classified as above, the division entitled the quartz rocks sometimes presents beds which are purely white in colour, closely compact in texture, and vitreous in lustre; at other times, the layers are grey, greenish or brownish, granular, and occasionally micaceous: sometimes as sandstones, they are fine-grained, at others become coarse, and occasionally pass into a beautiful conglomerate, whose pebbles consist chiefly of blood-red jasper, sometimes mixed with others of greenish jasper and white quartz, and lie in a matrix of nearly pure white silicious sand. Both as quartz rocks and as sandstones, beds have sometimes a slaty cleavage, from the presence of more or less mica between the layers. Besides the jasper conglomerates, there are conglomerates composed of pebbles and boulders of syenite, varying from a magnitude of one and two feet in diameter, down to a size no larger than pigeons' eggs, which are set sometimes in greenish quartz rocks, as a matrix, and sometimes in a greenish slate, but most frequently in the latter. Under the denomi-

nation of slates are included various thinly-laminated dark-green, blackish and reddish rocks, some of which are very chloritic, and some contain epidote. The limestones in fresh fractures are whitish, yellowish-buff, or bluish, and they weather sometimes to black and sometimes to yellow. On exposed surfaces both these colours alternate in thin irregular layers, which being of different degrees of hardness, wear unequally, the harder bands standing out in sharp relief, while the softer are grooved out between them. The harder layers usually weather black and are very silicious, sometimes of the nature of hornstone, while the softer material weathers yellowish.

Numerous greenstone dykes traverse these rocks, which, throughout the whole space examined, bear a rude parallelism to one another. Their general course appears to be from west and east to north-west and south-east; they are generally fine-grained and frequently compact; in colour they are nearly black or very dark-green arising from the prevailing dark colour of the hornblende, which is one of the constituent minerals; they are sometimes spotted with small crystals of white feldspar, or larger crystals of the same mineral of a greenish tinge, and they appear frequently to contain epidote; iron pyrites occurs in most of the dykes, and in some is abundant, and small specks of yellow sulphuret of copper are likewise by no means uncommon.

Great masses of greenstone, supposed to be interposed among the sedimentary beds, are also to be met with; their mineral quality varies but little from that of the dykes; magnetic iron, in greater or less quantity, appears to be disseminated through them as a constituent mineral. Some masses are coarsely grained, the fracture presenting elongated crystals of black or dark-green hornblende, mingled with aggregated crystals of white and red feldspar; the hornblende in another variety, is in smaller crystals, and is black; those of feldspar are likewise smaller and white, giving a dark grey colour to the rock, and this appears to be the prevailing character, wherever the beds were seen extensively displayed. A third variety is very fine-grained, and is of a very dark grey colour, the black hornblende being by far the most abundant constituent. Magnetic iron was found disseminated in all the varieties—most abundant in the first, less so in the second, and least of all in the third; iron and copper pyrites were frequently disseminated through all. In addition to the trap dykes, mineral veins intersected the formation: like them they are found to maintain a certain degree of parallelism, their prevailing direction being N.W. and S.E.; transverse faults were sometimes found to cut the veins; but their presence did not appear to be marked by veins or dykes, and their existence was shown only by displacements. The mineral veins are usually composed of semi-translucent white

quartz, associated often with dolomitic spar; many hold the yellow sulphuret of copper in small quantities, while others combine with it vitreous copper, and variegated copper in workable abundance.

What breadth of country this series of rocks may occupy, or what vertical thickness it may attain, there was no opportunity of determining. The visits made to the north shore were for the most part confined to places where veins holding metalliferous ores were known to exist, of which it was considered proper to obtain exact information, and the excursions made into the interior did not exceed the distance of two or three miles up a few of the streams, which were of easy access.

The different members of this series of rocks appear to be in so many cases interstratified with one another, that until a larger number of facts are collected, it would be difficult to make the relation of those portions that have been observed perfectly understood; and it therefore perhaps, for the present, will be sufficient to state some few points at which some of the most important examples of these were met with. The limestone part of the formation was seen for the first time on Echo Lake, a small sheet of water about two and a half miles, bearing a little to the east of north, from the most northern part of Lake George. The rock constitutes two prominent points, one on the east, and the other on the west side, near the mid-length of the lake, and appeared to dip to the south at an angle not exceeding 45°. It is overlaid by syenitic conglomerate and quartz rock, which are seen on both sides of the lake farther down, and a range of hills, which must be imposed on them, is intersected by the discharging stream. Syenitic conglomerate underlies the limestone, and quartz rock follows it to the north.

Proceeding along the coast, white quartz appears to form its various points, and the many islands near it, from the foot of Lake George to the foot of Lake St. Joseph, and the upper end of the north channel. A few scattered small red jasper pebbles were occasionally met with in it, but in no case forming a conglomerate. Many boulders, however, of the red jasper conglomerate were observed in the vicinity; but the only locality in which this beautiful rock was seen in place in any great mass, was on a small lake situated in the interior, about three miles from the coast, and discharging by a small shoal rivulet, the mouth of which is about a mile and a half west of Portlock Harbour. The three large islands which are met with at the west end of the north channel, two of them being those which assist in forming Portlock Harbour, and the third and largest, that on which Campment d'Ours is situated, (of which only the northern half is included) consist chiefly of syenitic conglomerate, and this rock composes the main coast two miles farther east, and is succeeded by a re-appearance of the limestone, which is displayed on

a point three-quarters of a mile above the French Islands, which are nearly north of the east end of St. Joseph's Island. The coast up to these islands, and for a mile and three-quarters beyond, is greenstone, and this rock there constitutes part of the front of the Bruce Mines location, on the east side of which, at Eagle Point, quartz rock again makes its appearance.

Omitting several points which were touched at along the coast, and proceeding to La Cloche, the quartz rock was there found in a development which must be several thousand feet thick, constituting the range of picturesque mountains which run for many miles along the border of the lake—and the limestone is again seen to the north of these mountains, on a lake about two miles from the coast, at the Hudson Bay Company's Post.

On a cluster of small islands about midway across the north channel, nearly due south from the Spanish River location, granite was found breaking through the quartz rock; it was coarse grained, having large crystals of feldspar, and large leaves of mica, while the grains of quartz were small; the colour of the rock was red. On one of the islands, quartz rock beds on opposite sides of the granite were observed to dip in opposite directions, north on the north side, and south on the south side, at an angle of 70° or 80°; and in another of the islands, the quartz rock and granite were seen in juxta-position, the former reclining on the latter. In this case the quartz rock was traversed by several trap dykes running slightly oblique to the strike, while granitic veins ran transversely through the whole, and were continued through a main body or nucleus of granite; the one granite being distinguishable from the other, notwithstanding the red colour of both, by the finer texture of the veins.

The fossiliferous series, as before observed, is supported unconformably by the older rocks already described; in the north channel they are seen to rest upon the tilted edges of the quartz rock formation, while at Penetanguishene and Matchadash Bay, they repose upon the metamorphic or gneissoid series. Their attitude throughout the whole region seems to indicate a perfect state of quiescence from the time they were originally deposited; they horizontally fill up hollows in the older rocks, and while the irregularities of this ancient bottom are so great that different members of the fossiliferous group are found in contact with it in different parts, they are no where throughout the district affected by trap dykes, faults or other marks of disturbance.

The Potsdam sandstone formation is not extensively developed on Lake Huron; it was observed on various parts of the River St. Mary, between the Sault St. Marie and Sugar Island, and it was again seen at the east end of the north channel on the island of La Cloche, as well

as on a point of the long promontory that comes down towards the island from the main land.

On the River St. Mary the colour of the deposit is generally red, or red and green, or red with green spots, and its character is for the most part that of a fine grained sandstone. To the eastward of the western extremity of Sugar Island, its boundary is generally concealed by drifted boulders, or by overgrowing moss and forest trees; yet there is evidence in the character of the drift, that the formation extends to the eastern side of that island, and striking into the Island of St. Joseph, near its northern end, its basset edge runs nearly due east, and comes out again on the north coast of the latter, about two miles south of the Island of Campment d'Ours. At the east end of the north channel, the formation is chiefly a red marl with green stripes and spots, containing thin beds of green, slightly calcareous, sandstone, and hard bands of red calcareo-argillaceous rock, varying in thickness from two to six inches; towards the top the beds become more and more calcareous, and the green colour more prevalent in them, until they join the lower beds of the Trenton limestone. A narrow strip of the formation runs east along the south side of a quartz rock ridge, through the island of La Cloche, and then spreads out over a portion of the north-east corner of that island, and extends across to the peninsula of the main land opposite, resting upon the tilted edges of the slates and quartz rock formations.

We had no means of ascertaining the thickness of the formation above the west end of the north channel; but at the east end it does not exceed forty feet. The only fossils that were seen in the strata, were met with in the upper beds near their junction with the Trenton limestone, where several specimens of orthoceratites, encrinites and fucoids were found.

A straight line from the little Neebeesh Rapids, on the River St. Mary, to the north-east point of the Island St. Joseph, will nearly mark the base of the Trenton limestone at the upper end of the lake. From this it can be traced eastward through the north channel upon several of the islands, resting upon the upturned edges of the quartz rock formation, until arriving at La Cloche Island, where it is found in conformable junction with the Potsdam sandstone. To the east of La Cloche Island it forms low belts round quartz rock centres on islands and peninsular points from the main land, to within a short distance of Shebawenahning, whence it strikes to the south-west; after a long sub-aqueous course it emerges, to leave Lake Huron in the vicinity of Matchadash Bay, where it rests upon the gneissoid rocks.

The lower members of the formation are dark brown or buff coloured arenaceous limestones, frequently associated with beds of green calca-

reo-argillaceous shale. The higher portions of it consist of dark bluish, buff, and brownish coloured limestones, which generally weather to a light yellow, and where exposed to the action of the lake, present cellular fretted surfaces. The beds at the top of the formation, where they come in contact with the Utica slates, are very bituminous, generally of a dark grey colour on fracture, weathering to a bright orange when exposed. The whole formation is very fossiliferous; in the lower portions of the series the most prevalent genera are *Orthoceras*, (a large species,) *Isotelus*, *Bumastes*, *Pleurotomaria*, *Subulites*, *Cypricardia*, *Leptena*, *Atrypa*, *Lingula*, with encrinites, corals and fucoids and most of the same genera are found in the higher parts.

A perfect section of the formation was obtained between protruding ridges of the quartz rock on La Cloche Island, and the neighbouring point of the grand Manitoulin, where the rate of inclination, although inappreciable to the eye, is uniformly nearly south, descending at the rate of from thirty-five to forty feet in a mile. Taking the maximum as the rate of dip, the total thickness of the formation would be about three hundred and twenty feet.

The Utica slate formation is generally concealed by drift at the western end of Lake Huron, but indications of its presence were found on the Island St. Joseph, opposite the southern point of Neebeesh Island, and in some of the small islands between St. Joseph and Drummond Islands. The first good development met with, travelling eastward, is on a group of islands, nearly due north of Maple Cape, on the Grand Manitoulin, where it is seen to rest upon the Trenton limestone; on a small island in Sheguenandod Bay, and likewise on the island of Sheguenandon, it is again seen in contact with the Trenton limestone; but at the Indian village of Sheguenandod it reposes unconformably upon the north side of a ridge of the quartz formation. It then can be traced across the point between Manitouwaning and Wequamekong Bays, beyond which it again appears at Cape Smith, and finally it strikes into the main land in Nottawasaga Bay, where it once more marks the upper boundary of the Trenton limestone.

In mineral quality this formation is usually a jet black bituminous shale, which on exposure weathers to a pale yellow or buff colour, or decomposing under the influence of the atmosphere, becomes a mass of black bituminous clay. On Lake Huron, as in other parts of Canada and the United States, this formation has been frequently supposed to indicate the presence of coal, and many erroneous statements have been made with regard to it. Its position in the geological series has been frequently adverted to in former reports, where it has been distinctly

shown to be lower than the true carboniferous rocks by many thousands of feet.

The characteristic fossils of the Utica slates are found in great abundance on some parts of Lake Huron. The number of species is not great, but different species appear to prevail in different localities; for example, at the Islands opposite Maple Cape, *Triarthus Beckii* and *Orthoceras* are nearly the only fossils; at Sheguenandod *Orthoceras* and *Graptolithus* are most abundant; at Cape Smith *Orthis testudinaria*, and a small *Pleurotomaria* were in vast qantity; while in the township of Collingwood, in Nottawasaga Bay, the beds were nearly a perfect mass of tails of one species of *Trilobite*. *Triarthus Beckii* is found in all the localities, and in addition to the genera enumerated, a *Lingula* is found in some parts where the deposit rests upon the quartz formation; the beds are slightly turned up at the outcrop, dipping to the south 15°, but this does not extend above two chains from the ridge, where they assume the same horizontal attitude as was observed in the case of the Trenton limestone; the whole thickness on our line of section across the Grand Manitoulin is probably not over fifty feet.

Except in the island of St. Joseph, where it is generally concealed by drift, and on Sulphur Island, where it abuts against the quartz rock formation, the Loraine shales invariably present a bold and lofty escarpment. Passing eastward from the northern points of Drummond and Cockburn Islands, where a portion of the formation is exposed, it is next seen at Cape Robert and Barrie Island, whence it continues through the Grand Manitoulin to the south side of Sheguenandod Bay; a high ridge marks its position between the bays to the eastward of Sheguenandod; and at Cape Smith it is found in contact with the Utica slates. From Cape Smith the strike points directly for the high land of Lonely Isle. The formation is found in high cliffs on the main land at Cape Crocker, and to the east of Owen's Sound, whence it is easily traced to the Blue Mountains, in Collingwood, where it is again found in juxta-position with the Utica slates. The mineral character of the greater proportion of this deposit is a bluish or greenish coloured argillaceous limestone, and of grey slightly calcareous yellow-weathering sandstone; near the top there are marls, which are sometimes red, at other times green, and sometimes a mixture of both; they hold very thin beds of dark bluish argillaceous limestone; the whole being surmounted by beds of grey or bluish arenaceous limestone, which vary in thickness from six inches to two feet. Snowy gypsum is occasionally found in druses in the upper rocks, and in one place white gypsum and dark brown sulphate of barytes were observed in the same cavity.

Fossils abound throughout the whole formation, among the most characteristic of which are a *Pterinea*, two species of *Cypricardia*, an *Atrypa*, with some univalve shells, as well as trilobites, corals, encrenites, and pentacrinites. In the upper beds the fossils are usually replaced by silica, and are beautifully developed upon the surfaces that have been long exposed. The thickness of the deposit on the Grand Manitoulin was estimated at two hundred feet.

The only part of Lake Huron where the Medina sandstone group was seen in place, was between Cabot's Head and Cape Montresor, and on the north-east point of Horse Island; but although it was no where exposed in sections on the Grand Manitoulin Island, there were indications of its presence upon Tecumseth Lake, where a red marly clay was discovered to be washed up from the base of the Niagara limestone.

As seen on Lake Huron, this deposit consists of red marl which is partially striped and spotted with green, interstratified with red, green and variegated purely argillaceous bands, which never exceed six or eight inches in thickness. These bands appear to be entirely devoid of calcareous matter, and are carved by the Indians into tobacco pipes.—The only fossils observed in the deposit were a few fucoids near the junction with the superincumbent Clinton group. At Cabot's Head the formation was found resting upon the upper beds of the Loraine shales, and supporting the Clinton group and Niagara limestones. The dip was found to be nearly due east, at the rate of thirty-seven feet in a mile, and the total thickness one hundred and three feet.

The Niagara limestone group extends over the larger southern portion of Drummond Island, and nearly the whole of Cockburn Island, beyond which its northern boundary can be traced to the eastward, through the Grand Manitoulin, on the southern shores of Bayfield's Sound, and Beaufort Bay; the whole of Horse Island, and the group of islands between it and Cape Hurd are of the Niagara rocks. They cap the cliffs at Cabot's Head, and can be traced thence to the southward of Melville Sound, where, striking across the neck of the peninsula which runs out to Cape Crocker, they again appear at Cape Commodore, the west side of Owen's Sound, whence they recede into the interior, and are no more seen on the coast.

At the base of the formation there are a set of green calcareo-argillaceous shales and thin bedded limestones, which are supposed to be equivalent to the Clinton group of New York. A few species of fucoids were observed in some of these, and a small bivalve shell, supposed to be a nucula, was likewise detected. Resting on the green rocks, are beds of white or cream coloured bituminous limestone, which weathers black or dark brown; some of the beds are extremely massive, amount-

ing is some places to twelve, and even fifteen feet in thickness, and few in the whole aggregation are less than two feet. The upper beds are bituminous and magnesian in mineral quality; they are cavernous in character, and present rough, irregular cellular surfaces after long exposure to the air and water; some beds near the top of the group, hold black and white chert in large quantity, and fossil forms are sometimes filled by it; small quantities of gypsum are occasionally found in druses in the limestone, and more frequently calc spar in variously modified crystals. The formation is intersected by joints, which at Cabot's Head run in the bearings 85° and 151°, dividing the strata into rhomboidal masses. On some parts of the coast, the rock is worn by the action of the water of the lake into remarkable pillar-like shapes. This is particularly the case at Flower-pot Island, where one column was observed resembling a jelley-glass, being worn small near the base, and enlarging symmetrically towards the top. The fossils met with, peculiar to the Niagara limestones are chiefly corals, among which *Favosites Gothlandica* and *Catenipora* were frequently observed; some of the most massive beds appear to be entirely composed of coral of the most elaborate structure; one fallen mass was observed at Cabot's Head, which appeared to be all coral, measuring ten yards square on the surface, with an average thickness of five feet. The only bivalve shell that was met with abundantly was a *Pentamerous*, but spiral univalves and orthoceratites were occasionally found, and encrenites were plentiful among the higher beds.

The following section shewing the relation of the three last mentioned groups of rock, was measured at Cabot's Head, in descending order:—

Thick-bedded Coraline limestone, (*Niagara*)	228 feet.
Green shales and thin bedded limestones, (*Clinton*)	55
Red marl and indurated clays, (*Medina*)	103
Grey limestones, very fossiliferous to the water's edge, (*Loraine shales*)	26
	412

The total thickness of the Niagara limestones on the line of section, on the Grand Manitoulin Island, was found to be about five hundred and sixty feet.

The total thickness of the series from the bottom of the Potsdam sandstone to the top of the Niagara limestone, on the line of section across the Grand Manitoulin and La Cloche Islands, is as follows:—

Potsdam sandstone	40 feet.
Trenton limestone	320

Utica slates	50
Loraine shales	200
Medina sandstones	103
Niagara limestones, including the Clinton groupe	560
Total	1273

With the exception of the veins holding copper ore, not much of economic importance came under notice on Lake Huron. Specimens of specular iron were shewn me on more than one occasion, and I was informed that a vein of that description of ore existed in the neighbourhood of Penetanguishine.

On the northern shore of St. Joseph Island, near Campment d'Ours, there is a large quantity of very fine silicious sand, probably derived from the disintegration of the quartz rock beds, which appears suitable for the manufacture of glass. It is quite free from calcareous matter, but slightly marked by spots of a very pale yellowish colour, occasioned by the presence of a very small portion of the peroxyd of iron; but in a district where so large an extent of pure white quartz rock is met with, there can be little doubt that a material fit for such an application would be by no means scarce.

Although stone fit for lithographic purposes has been found in the Trenton limestone formation, at various parts east from Lake Simcoe, no rock of similar quality was observed in that formation on Lake Huron. The only useful purposes for which the beds of the Trenton group are adapted, are as building stone, and for burning into quicklime; for the latter purpose most of the lower beds are too arenaceous, but good lime can be obtained from most of the higher parts of the formation.

Wherever the Niagara limestone exists, an excellent material for building purposes is procurable; its value in this respect has already been well tested on the Welland Canal, and in other parts of Canada West, where the stone has been obtained from that formation. The stone which the same group affords upon Lake Huron, is in no respect inferior in quality to the rocks at Thorold and Hamilton. Many beds likewise of the same formation burn into good lime; they are generally whiter in exterior appearance than the rest of the deposit.

That the north shore of Lake Huron is destined, sooner or later, to become a mineral region of importance, appears very probable.

The most important locality that came under my observation, is situated on the main shore, between the French and Palladeau Islands about ten miles westward of Thessalon Point. On it exist the copper lodes, which have acquired for the spot the designation of the Bruce

Mines. On the location there are at least two, perhaps three, and not at all improbably more veins with valuable metallic indications. Two of these are evident on that part of the ground which has been cleared close to the water's edge, at the landing place; and another, which is the one now worked, about thirteen chains to the north-east of it. This latter vein has been stripped of moss and underwood, and can readily be traced for upwards of a quarter of a mile; the width varies from three to six feet, and at every point exposed it is highly charged with ores of copper. The matrix of the lode is white semi-translucent quartz, which is enclosed within two well defined walls of greenstone, there the rock of the country, The run of the lode on an average is north-west and south-east, and it underlies to the north-eastward, about 80°. The ore is, for the greater part, the yellow sulphuret, but variegated copper and vitreous copper likewise occur. Beautiful crystals of all the species are occasionally found in druses in the lode, with quartz, calc spar, and pearl spar, and sometimes sulphate of barytes. Two transverse faults or *cross-courses* were observed; one of which throws the vein to the north-eastward, on the north-west side, about twenty yards; the other cuts, but does not displace the lode; where this latter occurs, the lode on each side of the fissure which crosses it, is suddenly contracted to about eighteen inches in width, and while the ore on the east side was the yellow sulphuret, almost the whole of it was variegated copper on the west; the fissure itself held no metalliferous indications, but was filled with a clay called *fluccan*, by miners. A considerable quantity of carbonate of copper, in a pulverulent condition, was found on the upper surface of the lode at this part, and several bushels of it had been collected within the space of eight or ten yards. Two shafts were in progress on the vein, one being down about forty-two feet. and the other about fifteen feet. At the bottom of each, the ore appeared to be as abundant, and the width of the vein as great, as on the surface. The most of the ore that was then out, was from the surface, having been worked in an open drift for about two hundred yards. An estimated quantity of four hundred tons of ore was piled ready for transportation, part of which has since been taken to Boston, where it was sampled and assayed, and found to yield a produce of 9.90 per cent. of copper, tried in the dry way, and 11.50 per cent., in the moist way.

In every respect the location appears highly favoured; the mineral indications are strongly encouraging; the harbour is excellent for boats and small craft; and the means of transporting the produce of its mines easy and convenient. In the harbour there is a small island where vessels drawing ten feet water can lay alongside, take in and discharge cargo."

Mr. Logan says—"The north shore of Lake Huron, on which twenty-two mining locations have been claimed of the Government, in so far as it has come under my observation, presents an undulating country, rising into hills which sometimes attain the height of four hundred to seven hundred feet above the lake. These occasionally exhibit rugged escarpments and naked rocky surfaces; but in general their surfaces are rather rounded, and their flanks, with the valleys separating one range from another, are most frequently well clothed with hard and soft wood, often of large growth, and of such species as are valuable in commerce—in many places giving promise of a good arable soil. Many of the slopes are gentle, and many of the valleys wide. Five principal rivers, besides several of inferior note, flow through the country, and it appears to abound in Lakes. The principal streams are the Thessalon, the Mississagui, the Serpent, the Spanish River, and the Whitefish, of which the mouths are from fifteen to thirty miles apart. The Mississagui and the Spanish rivers are the largest two, the reported length of the former being one hundred and twenty and of the latter two hundred miles; the other three are probably not much over fifty to sixty miles each. In the distances measured, the Thessalon and the Mississagui flow from the north-west to the south-east; the Spanish River from the north of east to the south of west—and this is navigable for craft drawing not over five feet, for thirty-five miles from its mouth. The series of rocks occupying this country, from the connecting link between Lakes Huron and Superior to the vicinity of Shebawenahning, a distance of one hundred and twenty miles, with a breadth in some places of ten, and in others exceeding twenty miles, it appears to me, must be taken as belonging to one formation; on the west it seems to repose on the granite which was represented in my report on Lake Superior as running to the east of Gros Cap, north of Sault Ste. Marie; on the east the same supporting granite was observed by Mr. Murray, north of La Cloche, between three and four miles in a straight line up the Rivière aux Sables, a south-flowing tributary of the Spanish River; and again, about an equal distance up another and parallel tributary joining that stream eight miles farther from its mouth, in both cases about ten miles from the coast. The series is to be divided into rocks of a sedimentary and rocks of an igneous origin.

"The sedimentary portion consists of sandstones, conglomerates, slates and limestones. The sandstones are sometimes grey, but more generally white; they are almost purely silicious, and principally fine grained, but the granular texture is often lost, and great masses assuming a vitreous lustre, present the character of a perfect quartz rock, which is met with of both the colours mentioned; and when white, it sometimes

exhibits precisely the aspect of the milky or greasy quartz of mineralogists. The quartz rock, in addition to white and grey, is not unfrequently of a reddish colour, and somes a decided red, seemingly derived from minute and thickly disseminated spots, or a diffused tinge of an orange red, probably due to the presence of iron; but the spots are sometimes of a larger size, and so arranged as to give the stone a speckled appearance. In the granular varieties considerable masses of the rock sometimes present a white with a faint tinge of sea green, which seems to arise from a small quantity of finely disseminated epidote. The rock often becomes coarse grained, assuming the character of a conglomerate, the pebbles of which vary from the size of a duck shot to that of grape and canister. These pebbles are almost entirely either of opaque white vitreous quartz or varions coloured jaspers; some few are of lydian stone, and some of hornstone, and other varieties. The pebbles are often disposed in thin layers at the top or bottom, or in the midst of finer grained beds; but they are sometimes arranged in thicker bands, which swell into mountain masses, and blood-red jaspers are often disseminated in these to a preponderating degree on a nearly pure white grounnd, giving a brilliant, unique and beautiful rock, which appears to characterize some ranges of considerable importance. When considerable masses of a fine-grained or vitrified quality are met with, it is often difficult, if not impossible, to determine the bedding; and the rock, in such cases, having usually a jointed structure, with planes of division in several directions, some of which are frequently nearly horizontal or moderately inclined, it would not be safe to assume any of them as indicating the dip, until bands distinguished by differences of colour, or changes in the texture from fine to coarse grained, or the occurrence of a line or surface of pebbles, may give the means of deciding. The bedding, however, is often well defined by such indications as these, and it not unfrequently happens that surfaces present ripple mark, and strata display elementary layers oblique to the general plane. The sandstones sometimes, but rarely, exhibit a slaty or flaggy structure, and they appear then to hold a small quantity of mica.

"In addition to those already mentioned, conglomerates of a distinctly different character belong to the formation. They are composed chiefly of syenitic pebbles, held in an argillo-arenaceous cement of a grey, and more frequently of a greenish colour, from the presence of chlorite. The pebbles which are of reddish and grey colours, vary greatly in size, being sometimes no larger than swan shot, and at others boulders rather than pebbles, measuring upwards of a foot in diameter. The quantities, too, in which they are aggregated vary much; they sometimes constitute nearly the whole mass of the rock, leaving but few

interstices for a matrix, and sometimes, on the contrary, they are so sparingly disseminated through considerable masses of the matrix, as to leave spaces of several feet between neighbouring pebbles, which are still in such cases often several inches in diameter; with the syenitic pebbles are occasionally associated some of different coloured jaspers. The matrix appears often to pass on the one hand into the grey quartz rock by an increased proportion of the arenaceous particles, and on the other into a thin-bedded greenish fine-grained slate, which is sometimes very chloritic. A third form the matrix sometimes assumes is one in which it is scarcely distinguishable from fine-grained greenstone trap. In the slate the stratification is often marked by slight differences of colour, in the direction of which it is occasionally cleavable; the band in other instances are firmly soldered together, but in both cases joints usually prevail, dividing the rock into rhombohedral forms, which are sometimes very perfect.

The limestones belonging to the formation are probably confined to one band, the thickness of which in different parts may range from fifty to one hundred and fifty feet. The texture of the rock is usually compact, but sometimes partially granular, and its colours are green, buff, and dark grey, the two former prevailing; some of the beds are occasionally met with of a dull white, with a waxy lustre, which weather to a yellowish brown on the exterior, and appear to be dolomitic. The whole band is in general thin-bedded, and a diversity of quality in the layers, probably arising from the presence of more or less silicious matter, causes the surface of weathered blocks to present a set of bold but minute ribs of various thicknesses, which, when the beds are much affected, as they often are, by diminutive undulations, contortions and dislocations, exhibit on a small scale, a beautiful representation of almost accidents that occur in stratification, affording very excellent ready-made geological models. Interstratified beds of chert are very frequently met with in the band, and they vary in thickness from mere lines, to the measure of several inches. The same diversity of colour belongs to the chert as to the limestone.

The igneous rocks, which, from what appears to me their peculiar relation to the stratification as overflows, it will be convenient to consider constituent parts of the formation, may be classed as a whole under the denomination of greenstone trap. The masses they present are sometimes very great, and in such cases, the trap usually consists of a greenish white feldspar, and dark-green or black hornblende. The feldspar, however, is sometimes tinged more or less with red, and the trap then occasionally appears to pass into a syenite by the addition of a very sparing amount of quartz. These two forms of the trap are almost

always highly crystaline, and in general not very fine-grained; the greenstone, however, sometimes displays a fine texture, and in such cases a large amount of it frequently holds much disseminated chlorite, giving a very decided green colour, and patches are found containing so great a proportion of the mineral as to yield with facility to the knife, affording to the Indians an excellent material for the manufacture of their *calumets* or tobacco pipes. In addition to the chlorite, epidote is a prevailing mineral in this quality of the trap. Associated with the chloritic greenstone, amygdaloid was in one place seen, some of the cellules of which contained quartz, others calc-spar, a third set held bitter spar, and some few specular iron. The amygdaloid trap was very distinctly arrranged in layers, which, though they did not exceed two or three in number, gave with beds of porphyritic greenstone, containing large crystals of feldspar, occuring near the amygdaloid, a stratified aspect to the whole of the mass of trap associated with them. No such decided appearance of stratification was met with in the more crystalline greenstones.

Of the members thus constituting the formation, the sandstones, or quartz rock, with their subordinate conglomerates, both in individual ranges, and in the aggregate, appear to possess the largest volume; the greenstones seem to be next in importance, some of the bands attaining 600 to 1000 feet; the syenitic conglomerates and their associated slates follow, and the limestone band of which the thickness has been stated, though very persistent, is of trifling comparative amount.

On the Thessalon Lakes, great mountain masses of quart rock, with subordinate jasper conglomerates, appear to underlie the limestone, and at La Cloche, a band of 3000 to 4000 feet rests upon it.

The metalliferous veins intersect all the rocks that have been mentioned. They are probably themselves intersected by cross courses, breaking their regular continuity; but that slips or displacements of the country on opposite sides of the veins have occurred, when the fissures were formed that constitute their mould or receptacle, is not left in doubt. Numerous instances were observed, where both granite and greenstone dykes, cut by the metalliferous veins, were suddenly heaved considerably out of their course. This fact may by some be deemed valuable, as showing the probable great depth and distance to which the veins may run. The metal which these veins hold in the greatest quantity is copper, and the ores in which it occurs, are vitreous copper, variegated copper, and copper pyrites. Iron pyrites is sometimes associated with them, but in general not in large quantity. Copper pyrites in one instance was accompanied by rutile, and in another by the arsenuretted sulphuret of iron and nickel, containing a trace of cobalt. The gangue or vein-stone in which the copper ores are contained is in general white

quartz, and there is very often present, but not in very great quantity, white compact dolomite, which in druses assumes the forms of pearl spar, and brown or bitter spar; calc-spar also appears occasionally in druses in dog-tooth crystals.

The veins vary in breadth from a few inches to sometimes thirty feet, but when of this last great breadth, or even much less, they usually contain a considerable amount of brecciated wall-rock, mixed up with the gangue; many of them range from one to three and four feet, and their slope or underlie varies from about 50° to 90°. From such as might be considered master lodes, innumerable branches of various sizes start, some of which visibly diminish before proceeding far, and dwindle to nothing, while others maintain moderate widths, with much regularity, for considerable distances, and may run to a junction with parallel lodes. The lodes have a bearing agreeing with the general strike of the formation, which roughly coincides with the general trend of the coast. They are thus, in a rude way, parallel to one another, and run in a direction between west and north-west, more nearly approaching the latter.

The quantity of copper contained in the lodes is very various, ranging from what might result from mere specks of ore in some, to the contents of large workable quantities in others.

Specimens of ore were taken from many lodes; but it would be a very distant approach to the probable contents of a lode that would be ascertained by means of mere hand specimens, with whatever fair intentions they might have been selected.

In no part of the country visited, from the vicinity of Sault Ste. Marie to Shebawenahning was any great area wholly destitute of cupriferous veins, and it would appear singular if a region extending over a space of between one and two thousand square miles, and so marked by indications, did not in the course of time yield many valuable results.

In regard to the productiveness of the lodes, it is to be remarked that it appears probable it will be different in the different qualities of rock they may intersect. So far as my observation went, it appeared to me to be a fact that the copper was most abundant in the greenstone, least so in the sandstone or quartz rock, and more copious in the slates than in the syenitic conglomerates. In the quartz rock the white quartz veins often appeared nearly destitute of ore, presenting but a few straggling specks of the yellow sulphuret, at great intervals from one another; and when a vein charged with ore in the greenstone could be traced to the quartz rock, it seemed gradually to lose what richness it might have had, as it approached the latter, finally presenting when it reached it, little else than veinstone, its breadth remaining undiminished. When

by dislocation or the presence of a dyke, quartz rock was brought opposite to greenstone, a cupriferous vein would occasionally be found between them, and what might be considered an encouraging quantity of ore was sometimes met with in it.

The chief difference in the copper bearing rocks of Lakes Huron and Superior, seems to lie in the great amount of amygdaloidal trap present among the latter, and of white quartz rock or sandstone among the former. But on the Canadian side of Lake Superior there are some considerable areas, in which important masses of interstratified greenstone exist, without amygdaloid, while white sandstones are present in others, as on the south side of Thunder Bay, though not in the same state of vitrification as those of Huron.

Of the twenty-two mining locations claimed of the Government, on the north shore of Lake Huron, that which, in the Map of the Crown Land Department bears upon it the name of Cuthbertson, being at present the eleventh from Root River, and the sixth from the exit of Lake St. Joseph, displays a collection of mineral veins, which have been more thoroughly tested by the works of the parties interested in them, than any others on the lake. These, therefore, were selected for examination.

In the Report on the mineral region of Lake Superior, some general remarks were made, which I am desirous should be borne in mind, on the uncertainties that must unavoidably attend the search for such metals as occur in mineral veins, particularly in a new country. These uncertainties arise chiefly from the difficulty of estimating beforehand, with exactness, the quantity of the metal sought, that any area in the plane of the vein may produce. This results from three circumstances;—the varying proportions in the thickness or form of the vien, the varying proportions of the pure ore in its distribution in this irregular form, and the varying proportions of the pure metal in the irregularly distributed ore. The form of the vein may be compared to that of a very extensive and profound rough-surfaced fissure, (without known limits either way,) the opposite sides of which having slipped on one another, do not fit, but touch in some parts, stand asunder in others, and approach and recede in endless fluctuations, while multitudes of fragments, cracked off and fallen from the walls, caught and suspended in the crevice, and often resting upon one another in a loose mass, block up various parts, leaving a general space so irregular as to defy all attempt to determine it with precision by any rule. The swelling and attenuating, knotted, perforated, and ragged sheet which would fill this mould is the vein, and it is composed of a mechanical mixture of earthy and metallic minerals, as irregular in their proportional distribution as the sheet is

in the measurement of its thickness. In some few spots it may be wholly pure ore; in many large and small areas, it may consist of the earthy minerals without any ore at all; and in the remainder it may consist of any indefinate proportion of the two that lies between all and nothing. The pure ore or metallic minerals are definite chemical compounds, in which the metal is held in fixed proportions, according to the species of the minerals, as found described in mineralogical works; and the irregularities in regard to them arise from two or more species being frequently mechanically mingled together, in proportions as indefinite as those relating to the earthy and metallic minerals. It is evident from this that the quantity of pure metal, in any given area in the plane of a mineral vein, can be only approximately ascertained, by arbitrarily assuming as data for calculation the results of experiments on parts. The more numerous and extensive the parts selected the nearer will be the approximation to the truth; and those portions of a lode available for such a purpose, are the outcrop when uninjured by atmospheric influences, horizontal galleries or levels, and vertical or inclined shafts. The edges of the concealed metalliferous sheet, as displayed in these natural and artificial exposures, may be assumed to represent the whole included within them to moderate distances, and by measuring and sampling them, data for practical purposes arrived at. Nine times out of ten, the results may bear out the calculations from such data; but it should be borne in mind, that any particular case may turn out to be the tenth one, and give results much beyond, or very much below, the computation.

As affording the best criterion of the quality in the present instance, the ores and vein-stuff which had been brought to the surface from the various levels, shafts, and excavations, were sampled as near to the Cornish mode as circumstances would permit. When copper ores are sampled for sale in Cornwall or at Swansea in Wales, the whole parcel having previously been broken-up into pieces not exceeding an inch or half an inch cube, is arranged into a square, even surfaced pile, not exceeding two or two and a half feet in depth. Two trenches at right angles to one another are then cut from side to side, opposite through the centre. The sides of these trenches are next scraped down into the bottom, and what is thus obtained is mixed together, and bruised much finer than before, being passed through a seive to insure the fineness, and then made up into a small flat pile, which is split as before. This operation is repeated three times, a smaller-holed seive being used at each, and a requisite degree of fineness and mixture thus obtained. If the resulting quantity is too large for a sample, it is made up into a small, flat circular pile, marked into quadrants, and two opposite quad-

rants removed. The remainder is mixed up again, and the operation repeated generally about five times, when the resulting quantity is about small enough to be sent to the assayer for his purposes. In the present instance it would have been too expensive and tedious a process to break up the ores to a uniform size. The piles were consequently split as they stood on the ground, but the resulting quantity was carried through all the other operations. The weights of the piles were roughly estimated by measurement. When there were no parcels of ore to experiment upon for produce, the lode having been previously measured for average width generally at every fathom, was drilled across at an angle of about 45° at regular measured intervals, and the powder coming from the bore-holes taken as samples; when, from great width in the vein, one hole would not reach from wall to wall, then two or more were drilled as the case might require. Two gangs of men of three each, with one to superintend and collect the borings, were employed at this work for upwards of a month. At first the distances were appointed at every two fathoms apart, subsequently at every three, and as my time drew to a close, they were extended to five fathoms; but even thus, the lodes were in some places so wide, and the exposures so long, that it was found impossible to drill-sample the whole satisfactorily, particularly on the west side of the location.

The position of the location will be well indicated by stating that the 84th meridian of west longitude from Greenwich passes lengthways through the middle of it nearly. It is one of those which belong to the Montreal Mining Company, and in it are situated the Bruce Mines so well known throughout the Province. The size of the location, or *sett* as it would be termed in Cornwall, like that of most of the other locations, is two miles in front by five in depth running exactly north. The surface is greatly undulating, the ridges ranging from S.E. to N.W.—The rocks which compose them are greenstone, syenitic conglomerate with its associate slate, and quartz-rock. The rear and nearly the whole of the front are occupied by greenstone, spread out to some breadth; quartz rock, syenitic conglomerate and slates, with bands of greenstone (probably dykes,) are met with in the intermediate space.—The limestone band which has been mentioned in the general description has not been observed on the location, but it approaches to within about half a mile of it on the Thessalon in the rear; and a similar rock occupies the water line of the farthest off half front of the next location westward, in the position already mentioned, at three quarters of a mile above the French Islands. There are copper lodes in both the ranges of greenstone, but only those in the front part of the location have been

opened. The front lodes are several in number, and occupy positions towards both sides of the location.

At the Bruce Mines, the surface rock, these lodes and their branches intersect, is wholly greenstone, and the branches, as well as the main veins, have copper present in them in various proportions.

* * * * * * * * * * *

Commencing at the cross course, the left or main lode has been *stoped* to the depth of five feet, up to what is called *Davis' Shaft.* The excavation, however, being full of water and rubbish, it was impossible for me to obtain a sample, but I was informed good ore had been raised from it. The width of the lode in the distance, which is a little over fourteen fathoms, in so far as it could be judged from the open channel, appeared to be about five feet. *Davis' Shaft* is sunk to the depth of five and a half fathoms, the underlie is slightly northward; the breadth of the lode, in the bottom, is five feet, but at the top it is eight feet in the east, and twelve feet in the west end; both ends, however, contain much wall rock. The whole of the east end, and the lower four fathoms of the west, as well as the bottom, appeared to hold but a small quantity of ore; but in the upper part of the west end there was a fine bunch, which from its absence in the east would seem to be sloping downwards westwardly, on its lower edge, at the rate of about four feet in nine feet, which is the distance from end to end in the shaft. The succeeding six fathoms in the lode constitute *Stope* No. 4, beyond which the lode *horses,* as it is termed, or bifurcates, giving off a branch on the south side. The average width of *Stope* No. 4 is six feet nine inches, and the sample derived from drilling yields 6.80 per cent. About eight tons of ore raised from this part of the lode yielded 8.56 per cent. The south branch, which has a bearing a little north of west, has been found available for only thirteen fathoms, in the last six fathoms of which *Stope* No. 5 is placed; variegated and vitreous copper are much mingled with the pyritous in the lobe, the average breadth of which, in the thirteen fathoms, is one foot six inches, while the produce of the drill sample from the same is 6.96 per cent. In the main lode, from the point of the *horse,* or bifurcation, the first eight fathoms, in which the turn of the lode occurs, were considered too poor to deserve sampling; the average breadth was two feet three inches, and the average produce would probably not exceed one per cent. Beyond this, there occur seven fathoms, with an average width of one foot ten inches, and a produce sf 2.80 per cent.; then eleven fathoms, including *Prideaux's Shaft,* with an average breadth of three feet three inches, yield a produce from drill holes at every twelve feet of 9.20 percent., vitreous and variegated copper still mingling with the pyritous. In the last twenty of these fathoms, saving

three, are comprehended *Stopes* Nos. 6, 7 and 8; Prideaux's Shaft being in the middle of No. 8. The shaft is four fathoms deep, the lode in it is very nearly vertical, but may have a slight underlie southwardly; in the bottom it is four feet nine inches wide, and contains good yellow ore calculated to yield three tons of 15 per cent. per fathom; but the top must have been of a very rich quality, containing vitreous and variegated copper, as a sample resulting from twenty tons of ore, which I was informed were raised from the shaft, gave a produce of 20 per cent. To the junction of the north branch and main lode, there still remain twenty-four fathoms; these with seven fathoms beyond, in general appear to be of a poor quality; their average breadth was about three feet, but they were not sampled. Before my departure, however, the Company's Agent gave a trial to four fathoms, not far removed from the end of the twenty-four, placing on them *Stope* No. 9. The yield was at first estimated at one ton of 15 per cent. ore to a fathom, but after three weeks working, it diminished to less than half the amount, and the stope was abandoned.

Returning to the cross course, in order to state the facts connected with the north branch, it is to be remarked, that on the first thirty-six fathoms up to what is called Harris' Shaft, there has been no surface working at all; and the lode has been made out in natural exposures only in two places, in which it had a breadth of between three and four feet; but the exposures are so short that I do not feel authorised to assert anything in regard to the quality of the lode, beyond the fact that spots of copper ore were present in it. The nearest of these exposures is upwards of twenty fathoms from the shaft, approaching which, in the intermediate space, the vein is so split up into strings that it would have been difficult to determine which of them, or which group of them, should be measured for the lode, or what breadth experimented upon for produce. *Harris' Shaft* with *Rankin's Shaft* beyond, and the interval between them, occupy a space of about twenty fathoms. Of the interval eight and a half fathoms next Harris's Shaft had been excavated, and again filled up with rubbish previous to my arrival, and could not be seen; but I was informed that only the first two fathoms displayed a good quality of ore, the remainder being poor. The eight feet up to Rankin's Shaft had also been worked a few feet down, but the bottom of the excavation was visible. The first half was too poor to deserve sampling; the remainder, which constitutes *Stope* No. 10, with an average breadth of two feet nine inches, gives an average drill-hole produce of 8.40 per cent. Descending Harris' Shaft the average width of the lode, exclusive of *horses*, or interposed wall rock, and the average produce are as follows:—

	Ft.	In.	Width. Ft.	In.	Produce. Per Cent.
Top, exclusive of a *horse* of	1	9	3	5	10.24
Middle, exclusive of a *horse*	1	11	2	8	9.28
Bottom			5	0	7.68

The bottom of the shaft is five feet below the ten fathom level, which has been driven about eight fathoms eastward, and ten and a half fathoms westward in the lode. The width of the lode in the level, which is about six feet high, was averaged, from measurements at every three fathoms over-head and under-foot, and from three measurements in the ends, at the top, middle and bottom. The produce results from two parallel rows of drill-holes along the bottom, one towards each side, the object of keeping them separate being to ascertain whether one side of the lode was in any way better than the other; the results are as follows:—

In the eight fathoms eastward of shaft;

	Width. Ft.	In.	Average Produce.
End	2	9	8.72 per cent.
Level	4	6	6.32 "

In the ten and a half fathoms westward of shaft;

	Width. Ft.	In.	Average Produce.
Level	4	0	7.80 per cent.
End	3	1	7.20 "

Rankin's shaft is eleven fathoms deep; the lode in the bottom is four feet wide, presenting good spots of ore, calculated to yield about two tons of 15 per cent. ore per fathom; at the ten fathom level, the average width in the east end, which is six feet in, is three feet eleven inches, and in the west, three feet five inches; the estimated yield being much the same as before. Beyond Rankin's Shaft, the crop of the lode before my arrival was stoped away to the distance of about eleven fathoms, and the excavation was partly filled up, but I was informed that about half the distance yielded good pyritous ore, mixed with variegated, while the remainder was poor. Several parcels of ore and vein-stuff taken from Harris' and Rankin's Shafts, and also from Davis' Shaft, but chiefly from the former, and the levels and stopes connected with them, were lying near on the surface. Some of the parcels I was informed were composed of ore taken from more parts than one; it was

in consequence impossible to ascertain the exact source of the ore in every case. The parcels and produce are as follows:—

	Yield per cent.
600 tons from Harris' shaft, and the old stopes to the westward. The parcel was said to be in the condition in which it came from the lode, and the ore appeared to be composed almost wholly of the pyritous species	7.92
65 tons from Harris' shaft; the parcel was said to be from the ten fathom level, east end	9.36
28 tons from Harris' shaft, said to have been taken from the ten fathom level, west end	8.32
30 tons from Rankin's shaft, east surface stopes	10.04
50 tons from Rankin's shaft	8.64
40 tons from the top of the lode in the vicinity of Rankin's shaft. I was informed that this parcel had been turned once and picked twice, the ore selected from it having been sent to Boston and Montreal	6.08
75 tons, from which shaft uncertain. This parcel, it was said, had been turned once and picked twice, and the selected ore sent to Boston and Montreal	5.20
40 tons, from which shaft uncertain. This parcel, I was informed, was turned and picked once, and the selected ore burnt or roasted in the open air	6.64
12 tons, from which shaft uncertain. This parcel, I was informed, was burnt, turned and picked; two barrels of the selected having been sent to Montreal	9.28
50 tons, from which shaft uncertain. I was informed the parcel was selected from two of the others, and then roasted in the open air	5.84
21 tons, from which shaft uncertain. This parcel lay on the Wharf Island, having been selected and brought down for shipment; but I was not informed from which of the previous parcels it was taken	9.60

Seventy-three tons of the ore mentioned above was dressed into three parcels at Montreal, sent to Baltimore, and there sampled and sold, the parcels, produce and prices being as follows:

36 tons of 23.75 per cent, at £17 16s. 3d. per ton.
24 .... 22.25 ..... £16 13s. 9d. ....
13 .... 20.00 ..... £15 0s. 0d. ....

Pursuing the examination from the seven fathoms beyond the junction of the north branch and main lode, the general bearing of the vein gradually turns to about due west, and continues so far as it has been uncovered. The first eleven fathoms show an average width of two feet five inches, and a produce of 10.72 per cent, there being a considerable quantity of variegated and vitreous copper in the lode. The average breadth of the next eight fathoms is four feet, and the produce will be best determined by the assays of the samples taken from the parcels of ore extracted from the lode in this part. They are as follows:

	Per cent.
4 tons of variegated and vitreous copper, picked quality	40.80
5 tons of the same description of ore, with more quartz in it..	20.64
6 tons of the same quality of ore, with still more quartz in it..	11.52
16 tons of *smalls*, or finely bruised refuse, resulting from dressing the previous three parcels	9.84
16 tons of *spallers*, or rough ore remaining from the dressings..	6.56

Upon the last nineteen fathoms are placed *stopes* numbers eleven and twelve, and the succeeding three stopes, numbers thirteen, fourteen and fifteen, occupy a little over the following twenty fathoms. The average width of numbers thirteen and fourteen, comprehending about twelve fathoms, is six feet, and the average drill-hole produce 9.84 per cent. The width of number fifteen, occupying under eight fathoms, is twelve feet, and the produce of forty-eight tons of ore, of the pyritous species, raised from the space, is 12.96 per cent.

In nearly the whole distance to the junction of the north branch and main lode, and in the main lode even to the cross course, variegated and vitreous copper ore, but particularly the former, exist at the surface, and are more or less mingled with the pyritous. They were observed to be in the greatest profusion at about mid-distance, where bunches in nearly a pure state were occasionally met with six to fifteen inches in thickness. But it seems to be a fact, that the pyritous gradually replaces the other species descending in the lode, and it appeared in parts completely to supersede them at the depth of ten to twelve feet.

Two other shafts have been sunk on the same location. Moffatt's shaft, which was sunk to the depth of twelve fathoms; and Simpson's shaft, which was sunk to the depth of about seven and a half fathoms. The samples taken for assay from the former yielded—

32 tons	5.12	per cent.
20 tons	3.12	....
70 tons	2.80	....

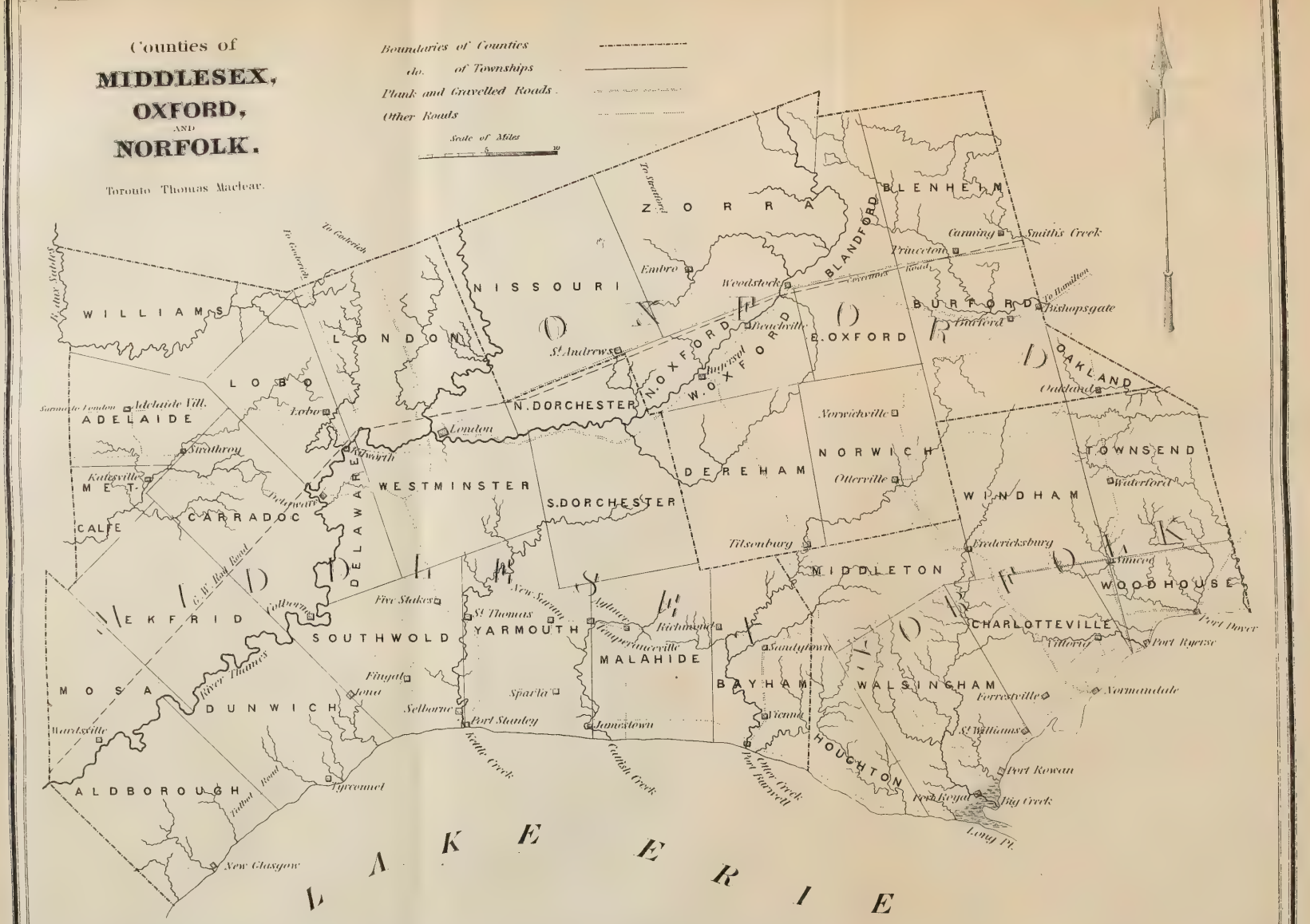
And those taken from Simpson's shaft, gave—

40 tons ..... 6.80 per cent.
28 tons ..... 5.84 ....

Still farther westward, there is another and last exposure on the location. The distance from the previous one is about thirty-nine fathoms, and the bearing of the line running over the concealed rock surface between is only a little to the north of west. On the south side of a bluff, intersected by several ore-marked branches, the lode can be followed for forty-seven fathoms; in the first half of which it runs about N. 80 W., and on the other bends gradually round to N. 45 W. The average breadth of the lode is about six feet. It has been tried at both extremes of the exposure, and the parcels of ore resulting from the stopes, after being freed from wall rock, give the following per centages of copper:—

33 tons from the east end ..... 13.04 per cent.
55 ..... west end ..... 9.68 ....

The quantity of copper ore and undressed vein-stuff above ground at the Bruce Mines at the time of sampling them in the beginning of July was estimated at 1,475 tons. The average produce is 8.01 per cent. (equal to the average of the dressed ores of Cornwall,) giving about 118 tons of pure copper, which, allowing for the mode of assay and waste in dressing, would yield upwards of 650 tons of 15.00 per cent. ore. At the time of my departure much activity prevailed in working the lodes, and an expectation was entertained by the mining captains, that 250 tons of such ore might be raised monthly. One hundred and sixty-three persons were employed in carrying on the operations connected with the mines, consisting of seventy-seven miners, sixty-five labourers, four boys' eleven blacksmiths, carpenters, and other artisans, two mining captains, one engineer, two clerks, and a superintendent, constituting a population, including the families of the workmen, of about two hundred and fifty souls. Three frame buildings and about thirty log houses had been erected for stores, workshops, and lodging accommodations; and the foundation of an engine house was commenced, in which was to be placed a steam engine of about forty horse power, for clearing the mine of water, and crushing the ore for dressing. A pier, or planked platform road, had been carried out about one hundred and eighty yards, to an insulated rock, on which a wharf had been constructed; and three stone-loaded cribs had been sunk in ten feet water beyond this, for an additional wharf, for the accommodation of steamers and vessels frequenting the harbour, which is a commodious one, well sheltered from most winds, and not difficult of entrance. There is abundance of timber for mining pur-


Counties of
MIDDLESEX,
OXFORD,
AND
NORFOLK.
Toronto Thomas Maclear.
Boundaries of Counties
do. of Townships
Plank and Gravelled Roads
Other Roads
Scale of Miles
ZORRA
BLENHEIM
BLANDFORD
NISSOURI
WILLIAMS
LONDON
LOBO
ADELAIDE
N.DORCHESTER
N.OXFORD
W.OXFORD
E.OXFORD
BURFORD
OAKLAND
NORWICH
DEREHAM
WESTMINSTER
S.DORCHESTER
TOWNSEND
WINDHAM
CARRADOC
CALFE
DELAWARE
MIDDLETON
WOODHOUSE
CHARLOTTEVILLE
EKFRID
SOUTHWOLD
YARMOUTH
MALAHIDE
BAYHAM
WALSINGHAM
MOSA
DUNWICH
ALDBOROUGH
HOUGHTON
Embro
Woodstock
Princeton
Cumming
Smith's Creek
Bishopsgate
St Andrews
Adelaide Vill.
Lobo
London
Norwichville
Otterville
Waterford
Kettleville
Delaware
Titsenburg
Fredericksburg
Simcoe
Port Dover
Port Ryerse
Five Stakes
New Sarum
St Thomas
Aylmer
Richmond
Sandytown
Fingal
Sparta
Selborne
Port Stanley
Jamestown
Vienna
Forrestville
Normandale
St Williams
Port Rowan
Port Royal
Big Creek
Long Pt.
Port Burwell
Wardsville
Tyrconnel
New Glasgow
Talbot Road
Kettle Creek
Catfish Creek
River Thames
C.W. Rail Road
LAKE ERIE

poses, and for fuel on the location, and in the vicinity; and on the Thessalon, good pine, hemlock, and spruce were met with in some quantity. On this river, which joins the lake nine miles east of the Bruce Mines, there are, in or near the intermediate locations, four falls, about thirteen, eighteen, eight, and three feet respectively, affording excellent mill sites; and some of the land in the valley is well fitted for cultivation. Little good land, however, is met with along this part of the lake shore, and the front of the Bruce Mines location is particularly rough and rocky; but on St. Joseph Island, opposite, there is an ample extent of excellent land, at present well clothed with maple, birch, and elm, in some parts, and good pine in others, and being underlaid by the rocks of the lower fossiliferous formations, it abounds in limestone, affording good material for either burning or building.

Thus far we have availed ourselves of the valuable Reports of Messrs. Logan and Murray, the Provincial Geologists. An account of the subsequent operations and discoveries on Lake Huron, as well as a geographical and geological description of the country bordering Lake Superior, will be given in a subsequent part of the work.

MIDDLESEX.

This county, which formed the London District, contains the Townships of Adelaide, Aldborough, Bayham, Carradoc, Delaware, Dorchester, Dunwich, Ekfrid, Lobo, London, Metcalfe, Mosa, Malahide, Southwold, Westminster, Williams, and Yarmouth. It formerly included the large extent of country, which has since been laid off and erected into the Talbot, Brock, and Huron Districts.

The County of Middlesex contains, of surveyed land, one million six hundred and fifty-five thousand four hundred acres, two hundred and thirty-eight thousand and nineteen acres of which were Clergy Reserves; of these have been granted or appropriated, one million three hundred and forty-nine thousand seven hundred and thirty-one acres, leaving vacant, sixty-seven thousand six hundred and fifty acres, besides Indian lands, twenty thousand five hundred and sixty acres.

According to the Reports furnished to Mr. Gourlay in eighteen hundred and seventeen the population of the London District at that time was eight thousand nine hundred and seven, which included, besides the

townships named above, all the settlers in Oxford, Blenheim, Burford, Windham, Townsend, Walpole, Rainham, Woodhouse, Charlotteville, Walsingham, Middleton, Norwich, Houghton, Dereham, and Oakland, originally called the "Gore of Burford;" also, Blandford, Zorra, and Nissouri,—Adelaide and Williams have been surveyed since that date, and Metcalfe has been laid off from the Township of Adelaide.

Delaware commenced settling about the year seventeen hundred and ninety-three; Yarmouth and Dunwich in eighteen hundred and three; Southwold, Malahide, and Westminster in eighteen hundred and elevén; Bayham in eighteen hundred and thirteen. The remaining townships have been settled at a later date.

The County of Middlesex is well watered, and is as well supplied with mill steams as any county in the Province. The River Thames runs nearly through its centre; the north branch entering the county in the south-east of the township of London; the east branch enters the township of Dorchester, and after separating part of the township of London from that of Westminster, it joins the north branch at the town of London; the united stream continues to form the line of demarcation between London and Westminster, it then separates Lobo and Caradoc from Delaware and Southwold, Ekfrid from Dunwich, and Mosa from Aldboro, at the western extremity of which township it leaves the county. It is very serpentine in its course. The Otter Creek, which takes its rise principally in the County of Oxford, waters the townships of Bayham and Malahide, and enters Lake Erie in the south of the former township. It is the principal mill stream in the county, and having on its banks a large quantity of pine timber, affords a profitable source of revenue to the settlers in its neighbourhood. It is navigable for scows to Vienna, three miles from its mouth. Kettle Creek takes its rise in the townships of Dorchester and Westminster, and after watering the north-west of the township of Yarmouth, runs south along the town line between Yarmouth and Southwold, sometimes in one township, sometimes in the other, till it reaches the lake. This also is an excellent mill stream. The township of Williams is watered by the Rivière aux Sable and the east branch of Bear Creek, (different branches of which take their rise in the townships of Lobo, Carradoc and Adelaide,) after watering those townships, leaves the county in the south-west of the township of Metcalfe. There are numerous other small streams in the county.

In traversing the country from Port Sarnia to London, we left our reader in the township of Warwick; we will continue our journey as being the most convenient and familiar way of showing the country.

From Warwick village to Adelaide village is twelve miles. The land through which the road passes is generally clay, with two or three gravelly ridges crossing it. Much wild land is said to be held in both the townships of Warwick and Adelaide by Lord Mountcashel, and other absentees. Adelaide village is a small place, containing about one hnndred and fifty inhabitants, and an Episcopal Church. From the village, the direct London road continues on through the townships of Adelaide and Lobo. The land is generally rolling and of good quality. The country is well settled, with excellent farms. About fourteen miles from Adelaide you reach the village of Lobo, containing a population of about eighty. There is a Baptist Church about one mile from the village. Near the south-east corner of the township, Lord Mountcashel has a house finely situated. From Lobo the road runs nearly due west till it reaches what is called the "proof line road;" (a road which has been made from the town of London, running straight N.N.W. through the centre of the township. A company has lately been formed, according to the provisions of the late Act for the formation of Joint Stock Companies, for the purpose of constructing roads, bridges, &c., and this road has been gravelled and much improved.) From thence it runs south to the town of London.

The Township of London has made a great and rapid increase in improvement and prosperity. In eighteen hundred and seventeen, it only contained two families, and in eighteen hundred and fifty the population had increased to six thousand and thirty-four. The township is watered by the north branch of the Thames, and also by the River Medway and Springer's Creek, both of which empty themselves into the Thames. The land is mostly rolling, and of excellent quality; and sixty-two thousand three hundred bushels of wheat; eighty-two thousand bushels of oats; twenty-two thousand bushels of peas; thirty-five thousand bushels of turnips; thirty-two thousand pounds of wool; and twenty-eight thousand pounds of butter were produced from the crop of eighteen hundred and forty-nine. There are five grist and four saw mills in the township. Wild land averages seven dollars, and cleared land seventeen dollars per acre.

To retrace our steps: from Adelaide to Delaware there are two travelled roads; one through the village of Katesville, a small settlement in the north-east corner of the Township of Metcalfe; and another, which is considered the best, which passes through the village of Strathroy. About half a mile east from Adelaide the road turns to the south for three miles, and then to the east for three miles more, when you reach the village of Strathroy. The land is clay to within a mile and a half of Strathroy, when it changes to a sandy loam.

Strathroy, which is situated on the east branch of Bear Creek, contains about one hundred and fifty inhabitants, a grist mill and carding machine; and at a short distance from the village is a nursery for fruit trees.—From Strathroy to Delaware is twelve miles through the Township of Carradoc; the road passes over what are called the Carradoc plains,—rolling land—timbered with a mixture of oak, beech, maple, chestnut, &c.; the soil is generally a sandy loam.

The Village of Delaware is beautifully situated on the eastern bank of the Thames, in the north-western corner of the Township of Delaware. A handsome bridge, nine hundred feet in length, was, about six years since, here constructed across the Thames, at an expense of seventeen hundred pounds; although it had been built so short a time it has got considerably out of repair. It has lately been sold to the County Council for about one hundred and fifty pounds, and is being put in travelling order.

Delaware was first laid out as a village in eighteen hundred and thirty-two, although the township has been long settled. In this section of country there is a considerable extent of meadow land, called "flats," bordering the Thames, which being valuable for pasture, has always sold at a highrate; and in seventeen hundred and ninety-three, when Governor Simcoe granted two thousand two hundred acres of land in this neighbourhood to a person named Ebenezer Allen, for services in the Indian Department, during the revolutionary war, he sold it immediately for three thousand pounds; although lands in general in this part of the country would at that time, sell for only sixpence to a shilling per acre. Much of the high banks of the river was, in those days, covered with pine, which was floated down the Thames and conveyed across Lake St. Clair to Detroit. In eighteen hundred and seventeen, Delaware township contained eighteen inhabited houses, and about eighty inhabitants, one place of worship, no medical practitioner, one school, one grist and two saw mills. Wild land now sells at from four to twelve dollors per acre.

There are four settlements of Indians in the neighbourhood; three of these are in the Township of Carradoc, where the Chippawas possess a tract of land containing about nine thousand acres: these are called Upper Munseytown, or Colborne; Old Munseytown; and the Bear Creek settlement, towards the north of the reserve. The Munsees have been settled on this reserve, by permission of the Chippawas, since the year eighteen hundred. The Chippawas possess an annuity of six hundred pounds, which they receive as payment for land sold by them to the Government in eighteen hundred and thirty-two. The Munsees have no annuity, but share in the presents. The Chippawas, at Upper

Munseytown, are principally methodists; they have a "Manual-labour School," which was erected last year, with funds principally collected for the purpose, in England, by Mr. Peter Jones, the Indian Missionary. A new Episcopal Church, of brick, has been erected at the old Munseytown, at an expense of five hundred pounds, a large portion of which amount was raised in England.—A clergyman, (the Reverend R. Flood,) was appointed Missionary to these settlements in eighteen hundred and forty. The school at the Lower Munseytown is under the control of the Missionary Society of the Church of England, and the schoolmaster receives an annuity of fifty pounds from the annuity of the Chippewas. He also receives an additional salary of twenty-five pounds as catechist, and reads prayers every alternate Sunday in the Munsee language, which is a dialect of the Delaware. The Munsee church is about ten miles from Delaware.

The Oneida tribe having sold their lands to the American Government, left the neighbourhood of the Oneida Lake, in the State of New York, about twenty years since, under the charge of two Missionaries of the Church of England, Messrs. Davis and Williams, (one of whom is partly Indian,) and emigrated to Green Bay in the State of Michigan. About half the party remained behind, and in eighteen hundred and forty, sold their remaining lands to the American Government, and came to Canada, and purchased a tract of about five thousand acres in the Township of Delaware. There are about eight families of Pottawatamies residing in the rear of the settlement. These Indians appear to have a fondness for adopting white names; thus, the head Chief of the Oneidas is Moses Schuyler; the head Chief of the Munsees is named Logan, and of the Methodist Chippawas, John Riley. One of the Oneidas, named Taylor Dockstader, has a large farm under cultivation.—The Oneida language is a dialect of the Mohawk, and the Pottawatamie is a dialect of the Chippawa. An Oneida Indian died a few months since, at the advanced age of one hundred and eleven. The widowed squaw is now about eighty-five or eighty-six. This juvenile couple, having been converted to Christianity, were married by the clergyman about two years since.

The Missionary speaks in high terms of the orderly conduct and progress in improvement of the Oneidas and Munsees; these Indians are on the increase, the Chippewas on the decrease.

Delaware village contains about three hundred and fifty inhabitants, an Episcopal Church, and a grist and saw mill. The course of the river Thames is here so tortuous, that it is said, by making a cut about a mile in length, from one bend to another, a fall might be obtained of thirteen feet nine inches.

From Delaware to London there are two roads; the new road which joins the plank road to Port Stanley, at the "Junction," six miles from London; and the old road, which is rather the shortest, and from being the longest settled is the pleasantest to travel; this joins the plank road about two miles from London. Five miles from Delaware you reach the village of Kilworth, which lies a little off the road, and is situated principally in the valley of the Thames, surrounded by hills. The situation is pleasant; the river is here a rapid, rippling stream, with a gravelly bottom. Kilworth contains about two hundred inhabitants.—There is one place of worship, a stone church, owned by the Episcopal Methodists. There is also a stone school house in the village, with a grist mill, two carding machines, one fulling mill and a tannery. A bridge has been constructed over the Thames at Kilworth, and a road crosses it, and runs north to the London and Port Sarnia road, which it reaches at the village of Lobo.

From Delaware to Kilworth, the road passes principally through oak plains, the soil being a sandy loam. From Kilworth to Westminster, or Hall's mills, in the Township of Westminster, is three miles: here are a grist-mill, distillery, carding machine and cloth factory, tannery, &c. From thence to London is six miles. The surface of the country from Kilworth to London is undulating, and in some parts rather hilly; the soil in the valleys and on level ground consisting of sandy loam, with the hills, ridges and knolls of gravel. The timber is oak, beech, maple, chestnut, &c. After leaving Delaware there are not many clearings on the road till you approach Kilworth; from thence to London the country is well cleared, and studded with fine farms, beautifully situated.

London, formerly the district town of the London District, and now the county town of the County of Middlesex, is finely situated at the junction of the north and east branches of the River Thames, its site is elevated, and it is consequently dry and healthy. The first part surveyed and laid out, being that portion nearest the river, containing about two hundred and fifty acres, was laid out in eighteen hundred and twenty-six; it commenced settling in eighteen hundred and twenty-seven, and increased so fast, that about the year eighteen hundred and thirty-four an additional survey was made, and more land added to the town plot, the limits of which now cover fourteen hundred acres. Of this quantity five acres were reserved for a grammar school, and five acres for a market; and for agricultural purposes, for holding fairs, &c. ten acres were reserved. These will, eventually, be of great benefit to the town. London has been rather unfortunate in respect to fires, and within the last few years it has suffered four times from the fiery element. The most destructive of these occurred in April, eighteen hundred and

forty-five, when one hundred and fifty buildings were consumed; but, phœnix-like, it has risen with renewed vigour from its ashes, and now contains five thousand one hundred and twenty-four inhabitants, a rapid increase within the last three or four years. The court-house and jail cost above six thousand pounds. A new town hall has been erected, and a market-house; a mechanics' institute and a large grammar school. A new common school-house has been built, by the Corporation, of brick, at a cost of seventeen hundred pounds, and there are two large barracks, both occupied.

There are in London twelve churches, three of which are of brick, namely, Episcopal, Baptist, and Methodist New Connexion; the others are of frame, and are Wesleyan Methodist, Congregationalist, Free Church, Secession, Universalist, Episcopal Methodist (coloured), Baptist (coloured), and Roman Catholic. The three national societies are established here—St. George's, St. Andrew's, and St. Patrick's; a Free-mason's lodge, and a society of Odd Fellows; an Agricultural Society, and two Building Societies—the "London" and "Middlesex." The Bank of Upper Canada, the Commercial Bank, the Montreal and the Gore Bank, have each an agent here, as have also several life, fire and marine insurance companies, whose names will be found in the proper place in the business directory. There are three extensive foundries; one grist and one saw mill; three breweries, two distilleries, and two tanneries. Two bridges cross the Thames at London.

The following Government and County Offices are kept in London: Judge of County Court; Sheriff; Clerk of Peace; County Treasurer; Registrar; Judge of Surrogate Court; Crown Lands Agent; Inspector of Licenses; County Clerk; Clerk of County Court; Deputy Clerk of Crown. Stages leave daily for Hamilton and Toronto, Chatham and Detroit, and Port Stanley, and all intermediate places; three times a week for Port Sarnia, and twice a week for Goderich. London has a daily postal communication with all places on the direct line of road between Montreal and Amherstburg, and also with St. Thomas and Port Stanley, three times a week with Port Sarnia, and twice a week with Goderich.

Three newspapers are published here—the "Times," "Free Press," and "Gospel Messenger."

From London to Port Stanley the road first passes through the Township of Westminster. This township commenced settling in eighteen hundred and eleven, and in eighteen hundred and seventeen it conta ined one hundred and seven houses, and four hundred and twenty-eight inhabitants. There was then no place of worship or medical practitioner, two schools, and one grist and one saw mill. Bricks were worth thirty shillings per

thousand; wool, three shillings per pound; butter and cheese, one shilling per pound. At the first settlement land was worth five shillings per acre and in eighteen hundred and seventeen, twenty shillings per acre. The township now contains a population of four thousand five hundred and twenty-five; three grist mills, and two carding machines and fulling mills; and produced from the crop of eighteen hundred and forty-nine, fifty-seven thousand six hundred bushels of wheat; fifty-four thousand bushels of oats, and twelve thousand bushels of peas; twenty-eight thousand pounds of wool, and thirty-six thousand pounds of butter. Wild land is now stated to be worth five dollars per acre, and cleared land fourteen dollars per acre. Of course, lots in particular situations would rate higher.

Six miles from London you reach the "Junction," a small settlement, containing about one hundred inhabitants, at the junction of the Chatham road with the Port Stanley road; eight miles from the Junction you pass through the small village of Five Stakes, which contains about one hundred and fifty inhabitants, situated near the north-east corner of the Township of Southwold; and from thence it is three miles to St. Thomas. The road from London to Port Stanley has been planked, but having got considerably out of repair, portions of it have lately been gravelled.

St. Thomas, which is situated on the western border of the Township of Yarmouth, in the midst of a fine agricultural country, is built on a high table land nearly surrounded by Kettle Creek, and has fine prospects over the surrounding country. It was laid out about five and thirty years since, and has gone on steadily improving. It now contains about twelve hundred inhabitants; has six churches; Episcopal, two Methodist, Presbyterian Free Church, Baptist, and Roman Catholic. A grammar and common schools.

An extensive foundry has recently been erected, and in the immediate vicinity of the town are two grist mills; there are also two breweries, two distilleries, two tanneries, and a printing office. The Montreal and Gore Banks have agents here.

The plank road from London to Port Stanley leaves St. Thomas on the left, being carried through the valley below the town in order to avoid ascending the rising ground on which it is built. This is rather a disadvantage to the town.

From London to St. Thomas the land is rolling, and the soil loam, intermixed with gravel; as you approach St. Thomas the country becomes rather hilly.

From St. Thomas to Port Stanley the land is altogether rolling. First, you pass the St. Thomas and New England Mills, the former a large establishment having four run of stones, with distillery attached. Here

the water which is conveyed across from Kettle Creek, being enclosed between high hills, has much the appearance of a small lake, and adds greatly to the picturesqueness of the scenery. You afterwards pass through the small settlement of "Unionville," where are two cloth factories, an axe factory, distillery, &c. The country the whole distance is well settled, with excellent farms. The soil is generally a sandy loam, and the hills, of which there are many, contain a large proportion of gravel. Much of the timber is oak. On this road the great diversity of hill and dale, the windings of the Kettle Creek; either viewed in the early verdure of spring, or when the maple, beech, sumach, and walnut are glowing with the rich and magnificent tints of autumn, altogether form scenery beautiful almost beyond description.

One mile and a half before reaching Port Stanley you perceive the little village of Selborne nestled in the valley, surrounded by hills. Here are a grist mill, foundry, and two distilleries.

Port Stanley, which is situated in the valley of the Kettle Creek, partly in the Township of Southwold, but principally in Yarmouth, is surrounded and sheltered on three of its sides by high hills. Some of these have been denuded of their timber, but sufficient remain in a state of nature to ornament the neighbourhood. As you enter the village you pass under an aqueduct, which has been carried across the road to supply the Port Stanley Mills. The prosperity of Port Stanley has been hitherto much impeded by the circumstance of the town lots being principally in the hands of one individual, who required exorbitant prices for them; as much as four pounds per foot frontage has been asked for lots in favourable situations for business. Now, however, that the property has been sold, and passed into other hands, there is every prospect of a rapid increase in the population and business of the place.

Port Stanley at present contains about six hundred inhabitants. There are two churches, Episcopal and Congregational; two grist mills, two distilleries, one tannery, and a resident Collector of Customs and Harbour Master. The Montreal and Commercial Banks have agents here. A considerable sum of money is now expending in improving the harbour; a steam dredging machine is at work deepening the channel, and the piers are to be extended a much greater distance into the lake. Port Stanley is the outlet for a large extent of fine farming country, and great quantities of produce are shipped from it. It is expected that not less than three hundred thousand bushels of wheat will be shipped here from the crop of the present season.

EXPORTS *from Port Stanley, for the year ending 5th January,* 1850.

Denomination.	Quantity.	Value.
Wheat	107949 bushels	£20240 8 9
Potatoes	133 bushels	8 6 3
Peas	1009 bushels	75 13 6
Flour	13112 barrels	11473 0 0
Ashes	575 barrels	2300 0 0
Lard	25 kegs	43 15 0
Butter	1804 kegs	3608 0 0
Beef	58 barrels	116 0 0
Pork	878½ barrels	2635 10 0
Skins	1087 cwt.	5435 0 0
Furs	8 cwt.	200 0 0
Rags	11⅓ tons	59 0 0
Clover Seed	80 barrels	280 0 0
Timothy seed	477 barrels	715 10 0
Whisky	780 barrels	1365 0 0
Hams	61½ cwt.	123 0 0
Shingles	473 M.	94 14 0
Bran	1½ tons	2 12 6
Apples	1 barrel	0 7 6
Lumber	99 M. feet	224 8 9
Furniture	53 cwt.	106 0 0
Bees' Wax	7 cwt.	70 0 0
Lard	8 cwt.	28 0 0
Merchandize	1½ tons	50 0 0
Turnips	329 bushels	20 11 3
Wool	16½ tons	1650 0 0
		£ 50924 17 6

Amount of Tolls or Harbour Dues received ..... £ 407 10 9

The following are the principal articles exported up to the 10th of October, 1850:

Quantity.	Denomination.
53000 bushels	Wheat.
13043 barrels	Flour.
724 barrels	Ashes.
500 barrels	Timothy and Clover Seed.
441 cwt.	Sheep Skins.
16 tons	Wool.

Leaving Port Stanley for the west, the road crosses an excellent bridge over the Kettle Creek in the Township of Southwold, and sweeping around the base of the hills bounding the western side of the harbour, ascends a hill of tolerable height. The Township of Southwold was first settled about the year eighteen hundred and eleven, at which time land was selling for five shillings per acre. In eighteen hundred and seventeen it contained about nine hundred inhabitants: had no place of worship, or medical practitioner. A cow at that time was worth five pounds, a sheep twelve shillings and sixpence; wool two and sixpence, and butter one shilling, per pound. In eighteen hundred and fifty it contained four thousand four hundred and forty-three inhabitants; had five grist and three saw mills; and produced from the crop of 1849, eighty-one thousand bushels of wheat, forty-two thousand bushels of oats, twenty-six thousand bushels of peas, and twenty-seven thousand five hundred pounds of wool. The soil is good, varying from clay to marl and sandy loam, and the land generally rolling. The timber consists of maple, beech, oak, elm, walnut, butternut, hickory, ash, cherry, basswood, ironwood, &c.

Seven miles from Port Stanley, and seven miles from St. Thomas, is the thriving village of Fingal, containing a population of about two hundred, who have erected a town-hall, and have two churches, Presbyterian Free Church, and Wesleyan Methodist. There are also in the village a large foundry, a tannery, and a post office. The villages of Selborne and Five Stakes are likewise in the township. On the town line between Southwold and Dunwich, where the Talbot St. North crosses it, six miles from Fingal, is situated the village of Iona, a new and small settlement containing about eighty inhabitants.

The township of Dunwich commenced settling in the year eighteen hundred and three, by the Hon. Thos. Talbot. In February eighteen hundred and three, Colonel Talbot received a grant of five thousand acres in the Township of Yarmouth, on condition that he placed one settler on every two hundred acres; giving the settler a deed for fifty acres; he himself being allowed to retain the other hundred and fifty for his trouble in the affair. At the same time a portion of the remainder of the township was ordered to be reserved, in case he should at a future time induce an additional number of families to settle there. This privilege appears afterwards to have been extended to the Townships of Dunwich and Aldboro. In eighteen hundred and eighteen, the Administrator of the Government of Upper Canada was directed to reserve for the next five years and no longer, such portions of the Townships of Aldborough and Dunwich as were vacant at the time of Colonel Talbot's commencing his settlement, to be settled by him under the same conditions as the

Township of Yarmouth. The Colonel appears to have been a man of singular and eccentric character, and many strange tales are told of him. Those persons who applied to him on business connected with the settlement of land were never permitted to enter his house, but were compelled to transact their business at a small window, from the inside of which the Colonel gave them audience. As might be expected he did not become particularly popular.

The Talbot settlement, or at least that portion of it comprised within the Townships of Dunwich and Aldboro, does not appear to have been well managed, or to have advanced very fast, either in prosperity or population; as in eighteen hundred and thirty-six the Township of Dunwich only contained six hundred and sixteen, and the Township of Aldboro, only five hundred and ninety two inhabitants. Colonel Talbot still holds a considerable quantity of land in each township. The northwest of each township is bounded by the Thames, and the south of the townships is also well watered by small streams running into Lake Erie. The soil of Dunwich is generally of good quality, the timber principally hard wood: maple, beech, black walnut, butternut, cherry, white and black ash, white and red oak, elm, iron-wood, with bass-wood, and a small quantity of pine. Twelve miles from Fingal, is a small shipping place called Tyrconnel, from which fourteen thousand bushels of wheat were shipped last year. There are two grist and four saw mills in the Township. The south of the Township of Aldboro contains good land, but much of the north is hilly and broken, with many wet patches in it; and much of the timber is elm. A road called "Furnival's Road," has been cut through the Township from Lake Erie to the River Thames, which it reaches about half a mile below Wardsville. There is a small shipping port at the mouth of the sixteen mile creek, twenty five miles from Fingal, the average exports from which amount to about four thousand bushels of wheat, and during the spring of eighteen hundred and fifty, eighty-three thousand staves were shipped, most of which were pipe. There are one grist and three saw-mills in Aldboro. The principal part of the inhabitants of both Dunwich and Aldboro, are Highland Scotch. In Aldboro, wild land is returned as being worth five dollars, and cleared land fourteen dollars per acre, and in Dunwich wild land at six dollars, and cleared land at twelve dollars.

To the north and north-west of these townships, are situated Mosa and Ekfrid, both of which contain much excellent land, although there are many lots, particularly in Ekfrid, which require draining. Timber in both townships principally hardwood. In eighteen hundred and fifty, Mosa contained seventeen hundred and seventy-five inhabitants, and produced from the crop of eighteen hundred and forty-nine, thirteen thou-

sand seven hundred bushels of wheat. There are two grist and two saw-mills in the Township, and one carding machine and fulling mill. In the south of the Township, on the London and Chatham Road, and near the River Thames, thirty six miles from London, is situated the village of Wardsville, containing about two hundred inhabitants.

Ekfrid in eighteen hundred and fifty contained one thousand and ninety-one inhabitants, and produced from the crop of eighteen hundred and forty-nine, fourteen thousand nine hundred bushels of wheat. There is one grist and one saw-mill in the Township. Wild land is to be purchased in Ekfrid at seven shillings and six-pence, and cleared land at nine dollars per acre—of course particular situations will rate higher than this.

Metcalfe, which is a small township, which has been divided off from Adelaide, resembles both in soil and timber that Township; it is watered by Bear Creek. In eighteen hundred and fifty, it contained nine hundred and fifty-three inhabitants, and produced from the crop of eighteen hundred and forty-nine, seven thousand bushels of wheat, and two thousand bushels of mangold wurtzel; wild land is stated to average six dollars, and cleared farms eighteen dollars per acre. There are two mills in Metcalfe, grist and saw.

Williams is a Township containing a large portion of excellent land: it is well watered by the Rivière aux Sables. The returns from it this year, had not been sent in in sufficient time to be available.

Entering the county at its south-eastern extremity, from the east, a little beyond the centre of the south of the Township of Bayham, you reach Port Burwell; the shipping port for the great lumbering country on the Otter Creek and its tributaries. The inhabitants make great complaints of the little that has been done by the Government for the improvement of the harbour. Many years since, a private company spent about three thousand pounds in making a harbour, but from the manner in which the work was done, added to the wear and tear of winds and waves, it has long since gone to wreck and ruin. It appears by the Public Accounts that the *liberal* sum of one hundred and thirty-six pounds ten shillings has been expended by the Government; but whether the amount was applied to building the lighthouse does not appear. A company has been lately formed for the purpose of improving the harbour, and the work is now going on. A company has been also formed for the purpose of constructing a gravel and plank road from Ingersol to Port Burwell. This road it is said will open large tracts of land containing excellent pine, which will then become available for market.—

This road will be thirty-one and a half miles in length, and will be completed during the present season, all but about four miles.

Formerly, large quantities of staves were shipped from Port Burwell, but the oak timber within convenient reach having been used up, the exportation of staves has gradually diminished, till at length it has almost altogether ceased, while the manufacture of lumber, as will be seen from the statement of exports, has gone on steadily increasing.—When the harbour and the road to Ingersol are completed, it is expected that considerable quantities of wheat, and other farming produce will find its way to the Port, as being the natural outlet for this section of country. Port Burwell contains about three hundred and fifty inhabitants; has a resident Collector of Customs, and a steam saw mill, with three saws, capable of cutting one million feet of lumber per annum.

At a small shipping place called "Sandhills," eight miles east from the port, there are steam saw mills which make a considerable quantity of lumber; this is put on board the schooners from the mills, and is included in the returns of the Collector at Port Burwell.

STAVES *shipped for the Quebec Market, in* 1844–5–6 *and* 7.

1844	4,183	Pipe,	and	476,579	West India.
1845	109,958	"	"	624,707	"
1846	64,534	"	"	360,594	"
1847	44,000	"	"	480,000	"
West India Culls for four years				90,000	"

EXPORTS *from Port Burwell, for the year* 1849.

Quantity.	Denomination.	Value.
8,424,154 feet	Lumber	£16,848 0 0
3,142,500	Shingles	785 12 6
989 cords	Shingle-wood	989 0 0
5,273	Pipe Staves	0 0 0
119,155	West India Staves	0 0 0
	Number of vessels loaded, 193.	

EXPORTS *from the 1st of April to the 29th of August,* 1850.

Quantity.	Denomination.	Value.
7,243,239 feet	Lumber	£11,647 13 8
3,033,250	Shingles	905 15 5
545 cords	Shingle-wood	580 8 6
	Number of vessels loaded, 191.	£13,133 17 7

The principal portion of the lumber is shipped to Oswego, Buffalo, Cleveland and Huron.

The Otter Creek is navigable for scows to Vienna, three miles from the port. These scows carry from fifteen thousand to twenty-five thousand feet of lumber, which they place on board the schooners at the port; for which they receive about half a dollar per thousand feet.

Vienna, which is the head quarters of those engaged in the lumber trade of the district, is situated in the valley of the Otter Creek, surrounded on three of its sides by rising ground, which gives it a very sheltered appearance. Its trade appears to be gradually and steadily increasing, and it now contains about five hundred inhabitants, and twelve stores. A large portion of the business of the place depends upon the lumber trade. There are in the village two churches, Episcopal and Methodist, and a Baptist church about a mile distant, between Vienna and Port Burwell. There are also one grist and three saw mills, carding machine and fulling mill, foundry and three tanneries.

The Township of Bayham was first settled about the year eighteen hundred and thirteen, at which time wild land was valued at five shillings per acre; and in eighteen hundred and seventeen it had increased to twelve shillings and six pence per acre. In eighteen hundred and fifty, wild land was valued at six dollars, and cleared land at fourteen dollars per acre, and the population had increased to four thousand and thirty. From the crop of eighteen hundred and forty-nine, thirty-nine thousand nine hundred bushels of wheat, twenty-one thousand five hundred bushels of oats, eleven thousand bushels of peas, eleven thousand four hundred bushels of Indian corn, and thirteen thousand bushels of potatoes were produced; besides fourteen thousand pounds of wool, and sixteen thousand five hundred pounds of butter. There are three grist and twenty-nine saw mills in the township.

From Vienna to St. Thomas you travel northward for about five miles, when you strike the Talbot road, at the small settlement called "Sandytown," here you turn to the left or west, and follow the Talbot road. Soon after leaving Sandytown the land becomes hilly for a short distance, after which it is rolling till within a short distance of Richmond village, (four miles from Sandytown,) where the road crosses the Otter Creek, when it is again hilly. After leaving Richmond it continues rolling, with occasional short hills, to St. Thomas. Seven miles and a half from Richmond you reach Aylmer, a village containing about four hundred inhabitants, situated on Catfish Creek, in the Township of Malahide. There are three churches in the village, two Baptist and one Methodist; an ashery and salæratus factory, and two tanneries.

Malahide commenced settling in the year eighteen hundred and eleven, when land was worth only five shillings per acre; and in eighteen hundred and seventeen it contained seven hundred and seventy-five inhabitants. A cow at that time was worth five pounds; a sheep, twelve shillings and sixpence; wool, three shillings per pound; and land had risen in value to five dollars and a half per acre. In eighteen hundred and fifty, the population had increased to three thousand eight hundred and fifty-five; wild land was returned as worth nine dollars, and cleared land nineteen dollars per acre. The township now contains five grist and eighteen saw mills, and produced from the crop of eighteen hundred and forty-nine, forty-four thousand bushels of wheat, twenty-nine thousand bushels of oats, twenty thousand nine hundred pounds of wool, and twenty-five thousand five hundred pounds of butter. There are in the township a veneering mill, which cut last year fifty thousand feet of veneers, and a rake factory, which turned out ten thousand rakes.

Two miles from Aylmer, you reach Temperanceville, a village containing about one hundred and fifty inhabitants, situated on the town line between Malahide and Yarmouth, and also on the Catfish Creek, (called also "River Barbu".) Three miles farther west, the road passes through the new settlement, "New Sarum," from whence to St. Thomas is seven miles. From Sandytown to St. Thomas the timber is hardwood, intermixed occasionally with a little pine; the soil is rich clay alternately with sandy loam, and numerous good farms are distributed along the road.

As we have already stated, the Township of Yarmouth commenced settling in the year eighteen hundred and three; in eighteen hundred and seventeen, it only contained about four hundred inhabitants; no place of worship, two medical practitioners, and two schools. Land was worth four dollars per acre; wool, three shillings and sixpence per pound; and butter and cheese, one shilling and three pence per pound. There were in the township two grist mills and one saw mill. At the present time Yarmouth contains a population of five thousand seven hundred and forty-eight; possesses eight grist and ten saw mills; and produced from the crop of eighteen hundred and forty-nine, eighty-four thousand ninehundred bushels of wheat, thirty-four thousand eight hundred bushels of oats, twenty-six thousand bushels of peas, forty-eight thousand nine hundred pounds of wool, twenty-one thousand pounds of cheese, and thirty-five thousand pounds of butter; and land has risen in value to an average of twelve dollars per acre for wild, and twenty dollars per acre for cleared land. There is a settlement of Quakers in the south-east of the township, where is a village called "Sparta,"

containing about two hundred inhabitants; it is six miles from the plank road, and nine miles from Port Stanley. In the south-east corner of the township, on Catfish Creek, is a small settlement called Jamestown.

From St. Thomas to Woodstock, you may either return to London, and follow the Dundas Street, in which case you have a gravel and plank road the whole distance; or, at those seasons of the year when the roads are in good condition, you may travel to the plank road, (Dundas Street,) by the town line between Yarmouth and Westminster on the one side and Dorchester on the other; by so doing you save three miles in distance, and four tolls, besides having an opportunity of seeing a different portion of the country.

Leaving St. Thomas, you follow the Talbot road eastward for nearly seven miles; you then turn to the left and travel the town line, as it is called, direct north till you reach the plank road, a distance of fourteen miles. The country on each side of the road is well settled, and generally with pretty good farms; the land is rolling, the soil a stiff reddish loam. The inhabitants on the line are said to be nearly all Americans, or Pennsylvanian Dutch. When you reach the plank road, which you do close to the seventy-third post from Hamilton, and eight miles from London, you turn to the right, or east; a short distance from the turn is a Baptist Church, built of brick, and about a mile beyond, close to the first toll-gate, is a bridge crossing the Thames.

Dorchester, the remaining township in the County of Middlesex, is divided into north and south, the two portions being separated by the Thames. The land generally through the township is rolling, the soil a rich loam, and the timber hardwood, with pine intermixed. It contains at the present time, two thousand three hundred and sixty-seven inhabitants; with one grist and nine saw mills, and produced from the last year's crop, thirty-nine thousand eight hundred bushels of wheat, fourteen thousand bushels of oats, nine thousand six hundred pounds of wool, and ten thousand five hundred pounds of butter.

The County of Middlesex received from the Government grant, for the year eighteen hundred and forty-nine, the sum of two hundred and fifty pounds, towards the support of Agricultural Societies There was also a grant in the year eighteen hundred and forty-eight of fifty pounds for the Mechanics' Institute in the town of London.

The Government grant for the year ending January the thirty-first, eighteen hundred and fifty, for Grammar Schools in the London District, amounted to one hundred and ninety-five pounds. In addition to the allowance towards the expenses of the common schools. The following are the

NUMBER *of Common Schools in operation in the London District, in* 1847, *with the amount of remuneration paid to Teachers.*

Township.	Number of Schools.	Apportionment from Legislative School Grant.	Total Annual Salary of Teachers.
Adelaide	7	£ 54 10 6	£ 190 0 0
Aldborough	5	30 13 6	130 0 0
Bayham	16	94 8 1	466 0 0
Carradoc	5	61 1 1	210 0 0
Delaware	5	28 8 0	156 0 0
Dorchester	16	53 16 8	348 0 0
Dunwich	5	35 10 6	164 0 0
Ekfrid	7	52 3 0	202 0 3
Lobo	11	67 5 10	472 0 0
London (Town)	5	116 3 6	450 0 0
London (Township)	25	187 0 7	760 0 0
Malahide	17	117 19 2	560 0 0
Metcalfe	4	26 14 4	120 0 0
Mosa	6	52 1 0	264 0 0
Southwold	16	137 13 0	562 0 0
Westminster	17	146 3 2	656 0 0
Williams	8	29 15 8	130 0 0
Yarmouth	20	148 8 9	900 0 0
Total	195	£ 1439 16 4	£ 6740 0 0

Number of Common Schools in operation in the London District for the year 1849:—

Adelaide, nine; Aldborough, five; Bayham, eighteen; Carradoc, nine; Lobo, eight; Malahide, eighteen; Mosa, nine; Southwold, nineteen; Westminster, twenty-two; Williams, five; Yarmouth, twenty-three; Delaware, five; Dorchester, twenty-one; Dunwich, nine; Ekfrid, seven; London, twenty-eight; Metcalfe, five.—Total, two hundred and twenty.

EXPENDITURE *on, and Revenue from Public Works in the County, up to the* 31*st December,* 1849.

EXPENDITURE.

Work.	Length.	Total cost.
London and Brantford Road	... 57½ miles	£49,360 12 9
London and Port Stanley Road	... 26½ "	24,719 6 7
Port Stanley Harbour	.....	23,948 3 8
Delaware Bridge	.....	1,701 14 10

REVENUE AND EXPENSES.

Year ending 1st January, 1849.	Gross Revenue.	Expenses of Collection and Repairs.	Net Revenue.
London and Brantford Road	£3147 8 1	£596 4 7	£2551 3 6
London and Port Stanley Road	2304 10 8	897 4 6	1407 6 2
Port Stanley Harbour	1046 12 5	52 6 6	994 5 11
Delaware Bridge	45 1 4		45 1 4
For the year 1849.			
London and Brantford road	£2873 0 0	£1056 0 0	£1817 0 0
London and Port Stanley Road	1925 0 0	2615 0 0	
Port Stanley Harbour	865 0 0	43 0 0	822 0 0
Delaware Bridge	77 0 0		77 0 0

A large portion of the London and Brantford Road is in the Brock and Gore Districts.

EXPENDITURE *on Lighthouses for the year* 1849.

Port.	Salary.	Supplies.	Total.
Port Stanley	£30 1 3	£18 15 4	£48 16 7
Port Burwell	50 0 0	41 18 5	91 18 5

REVENUE *from Lighthouse, or Tonnage Duty, for the year ending on 5th January,* 1850.

Port Burwell	£11 19 8
Port Stanley	4 19 0

REVENUE *from Customs Duties for the year ending 5th January,* 1849.

Port.	Gross Amount of Collections.	Salaries and other Expenses.	Net Revenue.
Port Burwell	£319 10 2	£101 5 7	£218 4 7
Port Stanley	5132 10 3	294 4 9	4838 5 6
For the year ending Jan. 5, 1850.			
Port Burwell	£375 4 5	£100 0 0	£275 4 5
Port Stanley	6767 15 10	418 13 9	6349 2 1

ABTRACT *from the Assessment Rolls, for the years* 1842, 1844, 1848, *and from the Census and Assessment Rolls for* 1850.

	Date.	Number of Acres cultivated.	Mills.		Horses, 3 years old, and upwards.	Oxen, 4 years old, and upwards.	Milch Cows.	Horned Cattle, from 2 to 4 years old.	Amount of Ratable Property.
			Grist.	Saw.					
	1842	112633	35	79	.....	5299	11440	6378	£ 408330 0 0
	1844	130329	35	93	.....	6096	12102	6036	455373 0 0
TOWNSHIP.	1848								
Aldborough	.....	4615	1	1	132	219	358	259	£ 12983 12 0
Mosa.....	.....	5029	1	2	177	298	586	268	17794 9 0
Dunwich	.....	4596	2	1	146	220	447	382	18502 18 0
Westminster.....	.....	20920	3	2	811	497	1685	564	55512 7 8
Dorchester, N. and S....	.....	10446	3	11	410	508	1138	448	34492 15 8
Yarmouth.....	.....	28223	6	9	1043	672	2008	806	86148 19 8
London.....	.....	24778	3	4	1098	546	2192	838	69171 14 0
Malahide	.....	15028	5	18	636	338	1195	529	44448 12 6
Southwold	.....	19917	4	4	716	543	1569	611	56456 9 0
Bayham	.....	12087	3	33	538	375	1013	606	44242 12 0
Delaware	.....	2893	1	2	144	147	354	129	14204 9 0
Ekfrid	.....	3885	1	1	172	285	507	375	12858 12 0
Carradoc	.....	7441	1	1	198	364	710	351	20167 9 0
Lobo.....	...	7068	3	9	314	343	886	466	24347 9 0
Adelaide	.....	4688	1	1	154	265	408	441	15146 9 0
Metcalfe	.....	2269	1	.....	56	183	312	160	8247 10 0
Williams	.....	3869	1	3	111	273	483	473	13006 0 0
Town of London	.....	.....	.....	.....	262	7	335	13	35160 0 0
		177752	40	102	7118	6080	16186	7719	£582,891 7 6

The rateable property only includes lands, brick and frame houses, horses and cattle; and as brick houses are only valued at sixty pounds, and frame houses at thirty-five pounds, whatever the real cost might be, the amount stated in the assessment roll must be far below the real value of the property rated in each county.

1850.

Township.	Population.	Number of Acres under Crop.	Number of Acres under Pasture.	Mills.		Amount of Rateable Property.	Wheat raised, in bushels.	Barley.	Rye.	Oats.	Peas.	Indian Corn.
				Grist.	Saw.							
Lobo	2101	6719	1360	3	9	£ 30075	30791	933	220	20529	11175	1296
Dorchester	2367	6271	2712	1	9	38431	39846	191	184	14761	9873	1852
Dunwich	1652	2605	3030	2	4	22491	17669	111	135	8400	2747	4622
Mosa	1775	2105	1885	2	2	21185	13717	.....	1185	8152	2394	3110
Bayham	4030	6211	3627	3	29	48193	39956	65	1333	21515	11017	11493
Malahide	3855	3682	3741	5	18	59442	44671	392	1737	29613	1441	11810
Metcalfe	953	1490	1578	1	1	10523	7091	42	45	4300	2770	1605
Aldborough	997	3152	1650	1	3	15768	11983	14	1602	6973	3343	4177
Carradoc	2390	5741	774	1	.....	25705	25117	488	224	16307	6219	5641
Westminster	4525	16169	4192	3	.....	60422	57633	3234	2740	54633	12409	7212
London	6034	2088	2749	5	4	74265	62377	6049	1573	82717	22775	5823
Southwold	4443	13332	8050	5	3	66048	81327	824	1050	42094	26022	10325
Yarmouth	5748	12427	7190	8	10	94463	84970	1892	4976	34849	26040	11385
Delaware	1177	565	749	1	2	15597	8556	389	35	6776	3620	2169
Williams	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ekfrid	1091	1918	1548	1	1	14892	14969	28	30	5790	3274	1785
Town of London	5124	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
Adelaide	1615	3786	1764	1	1	17463	14933	430	170	12749	3448	3729
	46805	88161	46599	44	96	£ 614963	555606	15082	17239	369158	148567	88034

1850—(*Continued.*)

Township.	Potatoes.	Buckwheat.	Turnips.	Tons of Hay.	Mangel-wurzel.	Pounds of Maple Sugar.	Pounds of Wool.	Pounds of Cheese	Pounds of Butter.	Neat Cattle.	Horses.	Sheep.	Hogs.
Lobo	8465	781	7938	2224	5	35783	12763	.....	17680	3278	384	5074	1381
Dorchester	3277	808	4006	1710	.....	64653	9601	223	10540	2811	554	3984	1462
Dunwich	6338	182	1482	1403	.....	37724	9624	4105	17274	1913	274	3124	674
Mosa	1129	963	240	827	.....	7320	5971	.....	2084	1621	236	2367	996
Bayham	13077	3129	3151	2654	25	30716	14219	1290	16558	3085	723	4932	1751
Malahide	10760	4435	2393	3602	50	51304	20991	1920	25568	4256	1109	7351	1839
Metcalfe	3207	647	2187	876	2187	19520	3713	.....	5960	1445	127	1279	813
Aldborough	4825	34	111	1045	.....	6886	6231	2000	3950	1367	210	2432	917
Carradoc	13069	23377	10469	1712	99	27539	8970	3890	13875	2597	388	3436	1505
Westminster	17471	2499	28531	4809	30	46108	28243	1850	36098	4987	1286	8686	2510
London	23707	1983	35752	29935	10	69507	32494	6710	28357	7113	1280	12135	4306
Southwold	13285	2737	3821	4732	994	65801	27579	4130	38817	5380	1325	9619	3551
Yarmouth	20013	3163	8174	4985	471	50688	48951	21328	35253	5181	1511	1677	3356
Delaware	4712	1343	1867	724	.....	8356	4414	50	3135	1028	240	1369	612
Williams	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ekfrid	2649	364	90	691	.....	8947	4960	100	4524	1361	264	1903	899
Town of London	.....	.....	.....	.....	.....	.....	.....	.....	.....	174	84	99	71
Adelaide	4946	749	6341	1163	110	45403	6567	.....	6692	2211	341	2185	1331
	149930	47194	116553	43092	3981	576255	245291	47596	266365	49808	10336	71653	27974

In the above table the amount of ratable property for the town of London was accidentally omitted, as, being an incorporated town, its assessment was not included in that of the county; and the returns for the township of Williams had not been sent in, in time for use.

Government and County Officers in the County of Middlesex:

Judge of County Court	James E. Small.
Sheriff	James Hamilton.
Clerk of Peace	John B. Askin.
Treasurer of County	W. W. Street.
Registrar of County	H. Burwell.
Inspector of Licenses	J. B. Clench.
Crown Lands Agent	J. B. Askin.
Deputy Clerk of Crown	J. B. Askin.
County Clerk	J. B. Strathy.
Clerk of County Court	J. B. Askin.
Agent for Marriage Licenses	J. F. Harris.
Warden	W. Niles.

Division Courts in the County of Middlesex:

1st Division.—Town and Township of London; the northern part of Westminster, to the line between the fifth and sixth concessions; the northern division of Dorchester, and the north part of the southern division of Dorchester, to the line between the sixth and seventh concessions. Courts held at London, March 28th, April 29th, May 31st, June 27th, August 12th, October 3rd, November 15th, and December 30th. Clerk, John C. Meredith, London.

2nd Division.—Bayham and Malahide, and the southern part of the southern division of Dorchester, to the line between the sixth and seventh concessions. Courts held at Aylmer, April 16th, August 1st, and December 3rd. At Vienna, June 11th, and October 8th. Clerk, Francis H. Wright, Aylmer.

3rd Division.—Yarmouth and Southwold, and the south part of Westminster, to the line between the fifth and sixth concessions. Courts held at St. Thomas, April 18th, June 13th, August 3rd, October 10th, and December 5th. Clerk, Henry Warren, St. Thomas.

4th Division.—Dunwich and that part of Aldboro' lying to the south of the seventh concession. Courts held at Dunwich, April 19th, July 17th, and October 12th.

5th Division.—Ekfrid and Mosa, and the northern part of Aldboro', from the River Thames to the seventh concession, inclusive. Courts held at Wardsville, April 22nd, and October 14th: at Snell's Inn, July 19th. Clerk—Hatelie, Wardsville.

6th Division.—Delaware and that part of Lobo lying south of the seventh concession, and that part of Carradoc lying south of the seventh concession. Courts held at Delaware, April 24th, June 15th, August 10th, October 19th, and December 21st. Clerk, W. F. Bullen, Delaware.

7th Division.—Adelaide, Williams, and Metcalfe, and that portion of Carradoc lying north of the sixth concession, and the northern portion of Lobo, lying north of the sixth concession. Courts held at Strathroy, April 25th, June 19th, August 9th, October 17th, and December 20th. Clerk, James Keefer, Strathroy.

Distances in the County of Middlesex, in miles :

London to Westminster, six; Kilworth, nine; Delaware, fourteen; Munsee-town, twenty-four; Wardsville, thirty-six; Junction, six; Five Stakes, fourteen; St. Thomas, seventeen; New Sarum, twenty-four; Temperanceville, twenty-seven; Aylmer, twenty-nine; Richmond, thirty-six and a half; Sandytown, forty and a half; Vienna, forty-five and a half; Port Burwell, forty-eight and a half; Fingal, twenty-four; Strathroy, twenty-six; Adelaide, thirty-two and a half; Tyrconnel, thirty-six; New Glasgow, forty-nine; Lobo, twelve; Adelaide, twenty-six.

St. Thomas to Five Stakes, three; Junction, eleven; London, seventeen; Selborne, seven and a half; Port Stanley, nine; Tyrconnel, twenty-one; Iona, thirteen; New Glasgow, thirty-two; Lobo, twent-y seven; Delaware, nineteen; Kilworth, twenty-four; Fingal, seven; New Sarum, seven; Temperanceville, ten; Aylmer, twelve; Richmond, nineteen and a half; Sandytown, twenty-three and a half; Vienna, twenty-eight and a half.

Port Stanley to Iona, six; Tyrconnel, twelve; New Glasgow, thirty-two; Sparta, nine.

Vienna to Sandytown, five; Richmond, nine, Aylmer, sixteen and a half; Temperanceville, eighteen and a half; New Sarum, twenty-one and a half; St. Thomas, twenty-eight and a half; Port Burwell, three; Sandhills, eight.

Delaware to Kilworth, five; Lobo, eight; Strathroy, twelve; Munsee-town, ten; Westminster, eight; Junction, eight; Wardsville, twenty-two.

Distances from London to places out of the County :

To Ingersol, twenty-two miles; Beachville, twenty-seven; Woodstock, thirty-two; Thamesville, fifty-one; Louisville, sixty; Chatham, sixty-six; Port Sarnia, sixty-one; Goderich, fifty-nine.

OXFORD.

This County, lately the Brock District, comprises the Townships of Blandford, Blenhein, Burford, Dereham, Nissouri, Norwich, Oakland, East Oxford, North Oxford, West Oxford, East Zorra, and West Zorra; all of which townships were formerly attached to the London District.

This is a fine county, the land of which is generally rolling. Being an inland county it has no ports or harbours, but it is well supplied with mill streams. The Townships of Nissouri, East and West Zorra, Blandford, North, West, and East Oxford, and the North of Dereham, are watered by various branches of the Thames; Blenheim, the East and North of Blandford, and the North of Burford, by the Grand River; Dereham, Norwich, and the South of Burford, by the Otter Creek.

It is long since these townships commenced settling; Blandford, Blenheim, Burford, and West Oxford, were first surveyed in the year seventeen hundred and ninety-three; Oakland, in seventeen hundred and ninety-six; Dereham, Norwich, and North Oxford, in seventeen hundred and ninety-nine; Nissouri, in eighteen hundred and nineteen; and Zorra, in eighteen hundred and twenty. For a long time they advanced very slowly.

In entering the county from London, the first place you reach is Ingersol, in the Township of Oxford, which is twenty-one miles from London; it is a considerable village, containing about five hundred inhabitants. It is well situated, the greater part of it being built on the sides and summit of the high gravelly banks of the east branch of the River Thames, which flows through it, and furnishes water to supply one grist and two saw mills, a carding machine and fulling mill. The village also contains a foundry, tannery, distillery, &c.; and five churches, Episcopal, Free Church, Wesleyan Methodist, Episcopal Methodist, and Roman Catholic; and has a daily post.

On the road to Ingersol the land is generally rolling, with a tolerable sprinkling of pine amongst the hardwood, and in one or two places may be seen a grove of pines, with a few beech trees intermixed. The soil is mostly a sandy or gravelly loam. From Ingersol to Beachville, which is five miles, the land is a rich sandy loam, intermixed with gravel.

Beachville is prettily situated on the bank of the Thames, and contains about three hundred and fifty inhabitants. There are two churches in the village—Episcopal and Presbyterian; other denominations use the school house. There are also a grist mill and saw mill, carding

machine, and fulling mill, tannery, and distillery, and post office; post daily.

The Township of Oxford commenced settling in the year seventeen hundred and ninety-five, when land was sold at half a dollar per acre; in eighteen hundred and seventeen it had only increased to twelve and six pence; while at the present time it might be stated at from six to ten dollars per acre. A cow in eighteen hundred and seventeen was worth six pounds five shillings, and a sheep fifteen shillings.

The census and assessment returns for the present year not having been made up in this county, we are under the necessity of using the assessment returns for eighteen hundred and forty-nine. When, however, the rolls are completed, they will be given with a subsequent part, in order to make the work complete.

Oxford is divided into three separate townships, East, North, and West. In eighteen hundred and forty-nine, there were in North Oxford, one saw mill; in East Oxford, two grist and four saw mills; and in West Oxford, four grist and eight saw mills. The Thames divides North Oxford from West Oxford.

Zorra is situated to the north of Oxford, and is a township of excellent land; the timber is principally hardwood. The village of Embro is situated six miles from the Governor's road, and nine miles from Woodstock, and contains a population of about three hundred and fifty. There is also in the township the small settlement of Huntingford.—There are in East Zorra three saw mills, and in West Zorra three grist and three saw mills.

Nissouri, which is the north-westerly township of the county, is a good township of land, and the timber is principally hardwood. It is well settled, and contains three grist and six saw mills. The village of St. Andrews is situated near the south-west corner. It is twelve miles from London, and fourteen miles from Woodstock.

From Beachville to Woodstock, which is five miles, the soil continues the same; the land is generally rolling, the country well settled, and the farms beautifully situated; most of the hills contain gravel. Near the twenty-ninth mile post from London, is a small cedar swamp. A short distance before reaching Woodstock you cross the Cedar Creek, a tributary of the Thames.

Woodstock, the County-town of the County of Oxford, and lately, the District-town of the Brock District, is situated in the south-west corner of the Township of Blandford, on rolling ground, and a gravelly soil.—It was surveyed and laid out in the year eighteen hundred and thirty-three, and became the District-town in eighteen hundred and forty.—The town is divided into East and West Woodstock, but it has increased

considerably in size within the last few years; building has been carried on extensively, and the two portions of the town have gradually approximated towards each other, till they now form one continuous street. The jail and court-house are situated a little north of the centre of the town. A new registry office has lately been erected, and also a new office for the County Clerk, and a good substantial grammar school. Woodstock contains six churches, two of which are of brick, viz.: Episcopal and Presbyterian; the others are British Wesleyan, Canadian Wesleyan, Baptist, and Christian. Population about twelve hundred. A weekly newspaper, the British American, is published here. Woodstock has a Mechanics' Institute, a daily post, and a steam mill. About four miles from Woodstock, in the Township of East Oxford, Messrs. Vansittart and Cottell have erected the "Eastwood Mills," a large sawing establishment, to which a grist mill is being added.

Blandford is a small, well watered, well settled township. The Thames divides a large portion of it on its western side from Zorra. The timber is a mixture of hardwood and pine. There is one saw mill in the township. The Thames is rather tortuous in its course, but from London to Woodstock it runs very near the road the whole distance. About four miles from Woodstock the road divides; the new plank road running to Brantford, and the old Dundas Street or Governor's road which runs to Paris. The latter forms the dividing boundary or line of demarcation between the Townships of Nissouri, Zorra, Blandford and Blenheim, on the north; and North Oxford, East Oxford, and Burford, on the south.

The Township of Blenheim, which is the north-westerly township of the county, is watered by the Grand River, and by Smith's Creek, a tributary of the former. Blenheim first commenced settling in seventeen hundred and ninety-seven, and in eighteen hundred and seventeen it contained thirty one inhabited houses and one hundred and fifty inhabitants. There was at that time no place of worship, one medical practitioner, and one school. A cow was worth five pounds; a sheep twelve and six pence, and land twelve and sixpence per acre. Thus a sheep would purchase an acre of land. In eighteen hundred and forty-eight, the average value of wild land in the district was stated to be one pound, and cleared land fifteen dollars per acre. This is rather under than over the mark, and many farms in the county would command a much higher price..

The soil consists of sandy loam and clay; timber, beech, maple, oak, hickory, elm, basswood, and white ash, with pine intermixed. There are one grist and sixteen saw mills in tne township. The village of Princeton, which contains about two hundred inhabitants, an Episco-

pal Church, saw mill, and post office, is situated on the Governor's road, about twelve miles from Woodstock, and the village of Canning, which contains about one hundred and eighty inhabitants, grist mill, saw mill, and tannery, is situated on Smith's Creek, near the south-east corner of the township. The plank road, when it leaves the Governor's road, strikes off to the south-east, across the northern corner of East Oxford, and then runs through the Township of Burford, a little north of its centre.

Burford commenced settling in seventeen hundred and ninety-three, when wild land was sold at about five shilling per acre. In eighteen hundred and seventeen it contained five hundred and fifty inhabitants, three grist and four saw mills. A cow was worth six pounds five shillings, wool half a dollar per pound, and wild land averaged thirteen shillings and three pence per acre. At the present time Burford contains two grist and ten saw mills. There is a small village called Burford on the plank road, about two miles from the town line, between Burford and Brantford, and a small settlement lately called "Bishopsgate," but better known as the "Checquered Sheds," situated at the junction of the plank road with the town line. The land is generally rolling; the soil a sandy loam, and the timber a mixture of hardwood trees and pine.

The little Township of Oakland was originally called the Gore of Burford. The road from Brantford to Simcoe runs along the town line, between Oakland and Townsend, till it reaches the south-west corner of the township, when it turns off to the south. In travelling from Brantford to Dereham, after entering Oakland by way of Mount Pleasant, when within sight of the village of Oakland, (which is pleasantly situated in a valley, and contains about two hundred inhabitants, grist and saw mills, carding machine and fulling mill,) the road turns to the right; from a gravelly knoll, a short distance from the village, you have a fine view over the surrounding country. A short distance from Oakland, a pine ridge crosses the road, extending on either side as far as the eye can reach. From Oakland to the village of Scotland, which is situated in the south-west corner of the township, the road passes over oak plains; the land is rolling and the country studded with fine farms. Scotland, which is eleven miles from Brantford, is finely situated on a gravelly elevation, having a tolerably extensive view; it contains about three hundred inhabitants, and has two neat churches, Congregational and Baptist, and a pottery.

The inhabitants of Scotland and the neighbourhood are principally Americans and Canadians, with a small sprinkling of English, Irish and Scotch. The town line between Oakland and Burford is well settled, and the farmers are generally in good circumstances.

From Scotland to Norwichville, in Norwich, is about twelve miles. About two miles from Scotland, oak ceases to be the predominating timber, and the land becomes heavier; from thence, for about eight miles, the settlements are thinly scattered, the land generally is heavily timbered, much of it is rich, and most of it is good, but a considerable portion requires draining. The road through this flat land is bad, with frequent occurrence of corduroy. About two miles before you reach Norwichville the road is again bordered with splendid farms. Norwichville, which is pleasantly situated in a rolling country, is a considerable village, with the Otter Creek flowing a little below it. It contains about four hundred inhabitants; two churches, Presbyterian and Methodist. An Episcopal church was nearly completed when it was destroyed by fire. There are also in the village a grist and saw mill, two asheries, carding machine and fulling mill, tannery, and a foundry, the ore for which is obtained from Long Point.

The road from Norwichville to Otterville runs south for about four miles, through heavily timbered land of a rich description; timber, maple, beech, elm, &c.; the road then turns east for one mile, running through a ridge of pines, which extends from Otterville eastward for about four miles. The Otter Creek runs through the centre of the village, which contains about three hundred inhabitants, an Episcopal church, two grist mills, saw mill and tannery. A short distance from the village is a Quaker meeting house. The Township of Norwich commenced settling in the year eighteen hundred and eight, when wild land was selling at six shillings and three pence per acre, and in eighteen hundred and seventeen it had increased to thirteen shillings per acre; the township then contained one grist and three saw mills. At the present time it possesses three grist and sixteen saw mills.

From Otterville to Tilsonburg, in Dereham, is about ten miles; about a mile and a half from Otterville is a small settlement called Farmersville. The land from Otterville to Tilsonburg is timbered with a mixture of pine and hardwood. For the first three or four miles the timber is principally pine, afterwards hardwood predominates. The clearings on the road are small and thinly scattered.

Tilsonburg is a small village containing about one hundred and fifty inhabitants, situated in the midst of hills, with the Otter Creek flowing through it. The village was formerly called "Dereham Forge," there being for sometime in it a furnace for melting iron ore, which was obtained from the adjoining Township of Middleton; the ore, however, was not of good quality, or the manufacture was not thoroughly understood, which caused the operation to be discontinued. A great trade was also formerly carried on in axes, which were manufactured in the village.

There is a Canadian Wesleyan church in Tilsonburg, and the new plank and gravelled road from Ingersoll to Vienna passes through it. The Township of Dereham was stated, in eighteen hundred and seventeen to contain only one family. It now contains one grist and eight saw mills.

From Tilsonburg to Vienna, through Sandytown, is fifteen miles. Between Tilsonburg and Sandytown, the land through which the old road passes, is timbered with a mixture of hardwood and pine; part of the land is rich, and part of it is very hilly and broken, some of the hills being in such a state from the washing of the spring freshets as to be almost dangerous. The country through which the road passes is very thinly settled; here and there, however, a good farm may be seen.—This neighbourhood being almost altogether a lumbering country will ccount for the scarcity of improvements; as, however, the land becomes cleared of its best timber, and lumbering remains no longer profitable, those engaged in the trade will of necessity turn their attention to agriculture, and good farms will supply the place of saw mills.

There are no public works in this county, with the exception of the Hamilton and London road; the expense of constructing which, with the amount of tolls, &c., have been previously given. There are no crown lands, or clergy reserves worth mentioning, for sale in the county.

The Brock District received an allowance in eighteen hundred and forty-eight of two hundred and fifty pounds towards the support of its Agricultural Societies, and in the same year received a grant of one hundred and ninety-five pounds towards building a school house in the district. In addition to which, there is a government allowance of one hundred pounds as salary for the master of a grammar school, besides the grant towards the support of common schools.

NUMBER *of Common Schools in operation in the Brock District, in* 1847:

Township.	Number of Schools.	Amount received from Legislative School Grant.	Total Annual Salary of Teachers.
Woodstock (Town)	2	£31 19 0	£175 0 0
East Oxford	10	71 16 9	409 0 0
Blandford	4	12 14 2	50 0 0
Burford	25	99 8 6	702 0 0
Blenheim	22	90 0 6	722 0 0
East Zorra	9	44 3 1	404 0 0
Oakland	5	21 16 6	227 0 0
West Zorra	10	72 10 11	407 0 0
Nissouri	17	93 11 3	480 10 0
North Oxford	3	25 11 3	146 10 0
West Oxford	5	57 11 10	322 10 0
Dereham	13	54 17 3	374 10 0
Norwich	23	112 3 1	813 0 0
Total	148	£788 4 1	£5233 0 0

Number of Schools in operation in the Brock District, in eighteen hundred and forty-nine:—

Oakland, five; Burford, seventeen; Norwich, twenty-four; Dereham, eleven; East Oxford, nine; West Oxford, seven; Blenheim, eighteen; North Oxford, four; Blandford, seven; East Zorra, eight; West Zorra, eleven; Nissouri, fifteen.—Total, one hundred and thirty-six.

The first census of the Brock District was taken in eighteen hundred and forty-one, when the population amounted to fifteen thousand six hundred and twenty-one; and in eighteen hundred and forty-eight, the number had increased to twenty-nine thousand two hundred and nineteen, or nearly double.

ABSTRACT *from the Census Rolls of the District for* 1848:

Wheat produced, bushels	394,047
Barley, bushels	23,680
Oats, bushels	372,203
Peas, bushels	52,924
Buckwheat, bushels	14,437
Potatoes, bushels	127,465
Maple Sugar, pounds	439,963
Wool, pounds	126,701
Butter, pounds	107,474
Cheese, pounds	115,138
Neat Cattle	30,442
Horses	6,577
Sheep	49,997
Hogs	27,528

ABSTRACT *from the Assessment Rolls of the years* 1842, 1844 *and* 1849.

	No. of Acres Cultivated.	Mills.		Cows.	Oxen four years old and upwards.	Horned Cattle from two to four years old.	Amount of Ratable Property.
		Grist.	Saw.				
1842...	67,397	13	46	6790	2941	3924	£220,335
1844...	83,046	15	53	7248	3357	3944	250,340

1849.

Township.	No. of Acres Cultivated.	Mills.		Cows.	Oxen 4 years old and upwards.	Horned Cattle from two to four years old.	Amount of Ratable Property.
		Grist.	Saw.				
Blandford and Woodstock.	3519	...	1	426	200	159	£19201 9 6
Oakland	6172	1	3	273	53	79	14848 17 0
North Oxford	3129	...	1	329	114	156	9363 8 0
East Oxford	9715	2	4	822	315	390	30951 2 10
East Zorra	9524	...	3	887	458	532	27034 16 0
Dereham	8816	1	8	940	365	494	27748 17 0
Burford	18871	2	10	1225	388	396	50914 1 8
West Zorra	7788	3	3	948	403	562	27934 4 6
Nissouri	10319	3	6	921	395	655	28709 9 0
West Oxford	7815	4	8	792	154	287	33109 3 10
Blenheim	19741	1	16	1367	635	468	40222 1 0
Norwich	19327	3	16	1951	455	742	60269 4 9
Total	125741	20	79	10881	3935	4920	£378306 15 1

AMOUNT *of Ratable Property for the year* 1850.

Township.	£	s.	d.
Dereham	32039	0	0
Nissouri	34041	19	0
East Oxford	35314	3	0
North Oxford	8607	8	6
West Oxford	36099	10	0
East Zorra	31711	4	0
West Zorra	32054	15	0
Blandford	23669	7	0
Blenheim	52327	0	3
Burford	58360	17	6
Norwich	65752	17	6
Oakland	15922	6	0
Total	£425900	7	9

Government and County Officers in the County of Oxford:

Judge of County Court	D. S. McQueen.....	Woodstock.
Sheriff.....	James Carrol.....	Woodstock.
Clerk of Peace	Wm. Lapenotière	Woodstock.
Judge of Surrogate Court..	Wm. Lapenotière	Woodstock.
Registrar of do ..	John G. Vansittart	Woodstock.
Treasurer of County	H. C. Barwick	Woodstock.
Registrar of do ..	James Ingersoll.....	Woodstock.
County Clerk	Thos. S. Shenstone	Woodstock.
Clerk of County Court	Richard Foquett	Woodstock.
Deputy Clerk of Crown....	Richard Foquett	Woodstock.
Inspector of Licenses.....	Jordan Charles	Beachville.
Warden	Benjamin Van Norman	Tilsonburg.
Coroner	J. Turquand	Woodstock.
Auditors	V. Hall and James Kintrea..	

Division Courts:

First Division.—Courts held monthly, at Woodstock. Clerk, Geo. W. Whitehead, Woodstock.

Second Division.—Courts held every two months, at Canning, in the Township of Blenheim. Clerk, John Jackson, Blenheim.

Third Division.—Courts held every two months, at Burford, in the Township of Burford. Clerk, W. M. Whitehead, Burford.

Fourth Division.—Courts held every two months, at Norwichville, in the Township of Norwich. Clerk, Jacob H. Carnaby, Norwich.

Fifth Division.—Courts held monthly, or once in two months, as may be necessary, at Ingersoll, in the Township of West Oxford. Clerk, David Canfield, Ingersoll.

Sixth Division.—Courts held every two months, at Embro', West Zorra. Clerk, Donald Mathieson, Embro'.

Distances in the County of Oxford:

Woodstock to Beachville, five miles; Ingersoll, ten; Tilsonburg, twenty-three and a half; Embro', nine; St. Andrews, fourteen; Princeton, twelve; Canning, seventeen; Burford, eighteen; Bishopsgate, twenty; Norwichville, seventeen; Otterville, twenty-two.

Norwichville to Scotland, twelve; Oakland, fourteen and a half; Otterville, five; Farmersville, six and a half; Tilsonburg, fifteen.

NORFOLK.

The County of Norfolk, formerly the Talbot District, comprises the Townships of Charlotteville, Houghton, Middleton, Townsend, Walsingham, Windham, and Woodhouse, all of which were originally included in the London District.

The County of Norfolk contains, of surveyed land, three hundred and eighty-three thousand two hundred acres; fifty-two thousand four hundred of which were Clergy Reserves; of these had been granted or appropriated in eighteen hundred and forty-nine, three hundred and thirty thousand seven hundred acres, leaving vacant one hundred acres, besides Indian lands.

Walsingham commenced settling in seventeen hundred and ninety-one; Charlotteville, in seventeen hundred and ninety-three; Woodhouse and Windham, in seventeen hundred and ninety-four; Townsend, in seventeen hundred and ninety-six; and Middleton, in eighteen hundred and fifteen. According to the reports furnished to Mr. Gourlay in eighteen hundred and seventeen, these townships at that time contained about three thousand one hundred and thirty-seven inhabitants; in eighteen hundred and thirty-nine they contained nine thousand and sixty-six; in eighteen hundred and forty-two, ten thousand four hundred and fifty-five; and in eighteen hundred and forty-eight, the number had increased to nineteen thousand two hundred and seventy-four.

This county is one of the best watered in the Province, being abundantly supplied with good mill streams, many of which flow through lands covered with excellent pine, which affords supplies to numerous saw mills. In some localities the preparation of lumber engrosses more of the attention of the settlers than agricultural operations, and is likely to do so till the pine woods are exhausted, which, at the rate the destruction of the forest is now carried on, is likely to be the case in a few years; this, however, is not much to be regretted, as the improvement and cultivation of the land, and consequent enrichment of the district, must necessarily follow. During the last season a great number of pine logs have been exported to the American side, sufficient to cut at least three millions feet of lumber; these, of course, are sawed in the United States, to the loss of the owners of saw mills on the Canadian side of the lake; the Americans finding it more profitable to import the

raw material than the manufactured article, on account of the diminished duty and other expenses. Canadian sawyers ought to see to this, as, if allowed to go on, it will necessarily increase, and in a very few years their mills will be utterly valueless to them, and the money expended in their construction will be so much dead loss.

The principal streams in the county are Big Creek, which waters the Townships of Windham, Middleton, the north and west of Charlotteville and Walsingham, in which latter township it enters Lake Erie; Patterson's Creek, or River Lynn, which waters the south-west of Townsend, and south-east of Windham, and enters the lake in Woodhouse, besides numerous smaller streams.

In entering the county from Hamilton, you travel by the plank road from Caledonia, on the Grand River, from whence to Port Dover is twenty-three miles. You first reach the Township of Woodhouse, the south-eastern township of the county. This township was first settled in seventeen hundred and ninety-four, when land was valued at only five shillings per acre, and in eighteen hundred and seventeen it contained one hundred houses, and seven hundred and eleven inhabitants. There were in the township at that date, three grist and seven saw mills; a cow was stated to be worth five pounds; butter and cheese, one shilling per pound; wool, two and sixpence per pound. Since then it has gradually increased in population and improvements, and now contains three thousand six hundred and forty-seven inhabitants; and produced from the crop of eighteen hundred and forty-nine, thirty-eight thousand bushels of wheat, seventeen thousand bushels of oats, thirteen thousand six hundred bushels of Indian corn, fourteen thousand bushels of potatoes, and eight thousand bushels of buckwheat; besides twelve thousand nine hundred pounds of maple sugar, twelve thousand six hundred pounds of wool, and thirteen thousand five hundred pounds of butter. The land is generally rolling, and the soil principally loam,—the timber varies from hardwood to pine, and frequently presents a mixture of both, oak occurring in large quantities. In the south of the township are good quarries of limestone. There are now four grist and twelve saw mills, two carding and fulling mills, seven tanneries, and two foundries in the township. Wild land averages two pounds ten shillings, and cleared farms range from four pounds ten shillings to five pounds per acre in value. In the west of the township is a gore, called the Gore of Woodhouse, having its base towards the north.

Port Dover, which is situated in the south of the township, at the mouth of the River Lynn, is the principal shipping port for the neighbourhood. The banks of the lake are here of tolerable height, sloping gradually up from the water's edge, and the village is pleasantly

situated; before entering it you cross a swing bridge which has been constructed across the river, the mouth of which forms the harbour. The village is gradually improving, and now contains about six hundred inhabitants. The harbour cost nine thousand seven hundred and eighty-seven pounds constructing, but was left in an unfinished state, and has lately been sold by the Government to a private company for seven thousand six hundred pounds. A reef of rocks about three-quarters of a mile in length, which runs out in the lake a short distance from the harbour, protects it from the violence of the waves, serving as a natural breakwater. A buoy was anchored here as a warning to mariners, but it was carried away by the ice during the last spring, and has not yet been replaced. Port Dover contains two churches, Presbyterian and Methodist, a grammar and other schools, a grist mill, saw mill, foundry, and extensive tannery; a post office and resident collector of customs. A plank and macadamized road has existed for some years between this place and Hamilton, and a company has been lately formed for the purpose of constructing a plank and gravelled road to Otterville, in Norwich, *via* Simcoe and Fredericksburg, the length of which will be about twenty-five miles.

EXPORTS *from Port Dover for the year* 1849.

Denomination.	Quantity.		Value.		
Lumber, (plank and boards,)	5465667	feet	£9575	13	1
Shingles,	681¼	M.	205	8	2
Wool,	324	lbs.	16	4	0
Wheat,	13	bushels	2	0	0
Flour,	6454	barrels	6169	15	0
Potatoes,	934	bushels	87	11	3
Sheep skins,	216	cwt.	467	0	0
Potash,	3	barrels	22	10	0
			16546	1	6

Besides the following, the value of which could not be ascertained:

Pipe staves,..... 1000 pieces.
West India staves,.....42000 do.

EXPORTS *for the year* 1850.

Denomination.	Quantity.		Value.		
Wool,	66	cwt.	£241	8	8
Potatoes,	52	bushels	3	13	1½
Seeds,	6	barrels	9	0	0
Wheat,	5790	bushels	1013	5	0
Sheep skins,	94	cwt.	248	3	9
Furs,	1	package	3	7	3
Oats,	80	bushels	5	0	0
Old copper,	2	cwt.	1	15	0
Ship stuff, (bran, shorts, &c.)	6	cwt.	0	19	2
Fruit,	10	barrels	7	5	0
Cedar posts,	3½	cords	4	2	6
Cows,	5		10	0	0
Horses,	5		52	0	0
Rye flour,	150	barrels	121	5	0
Wheat flour,	10954	do.	10274	7	0
Lumber,	6534000	feet	7500	0	0
Shingles,	577	M.	216	7	6
Staves, West India,	2800	pieces	7	10	0
Potash,	10	barrels	50	0	0
			19769	8	11½

With the following, the value of which was not ascertained:

Pipe staves, ... 19800 pieces.
West India staves, ... 216690 do.
Whisky, ... 654 barrels.

Value of imports at Port Dover for the year eighteen hundred and forty-nine, £14308 8s.

Of this amount £166 17s. 7d., was for broom corn; £32 4s. 11d. for cheese; £57 11s. 11d. for salt meat, and £9 11s. 2d. for hops;—all of which might certainly have been raised or manufactured in the county.

The duties on the above imports amounted to £2014 18s. 9d.

The following vessels are owned at Port Dover:

Despatch (steamboat), 120 tons; three schooners, 316 tons; two scows, 148 tons;—total, 584 tons.

From Nanticoke, a shipping place seven miles from Port Dover, there were shipped during the season of eighteen hundred and fifty, two hundred and seventy-five thousand eight hundred and thirty-seven feet lumber.

The exports, the value of which is given, were shipped to the United States, and the remainder to Montreal and Quebec.

From Port Dover to Simcoe, distant eight miles, the land is generally rolling, the soil a sandy loam, and the timber almost altogether hardwood,

a considerable portion being oak. The country is thickly settled, with excellent farms, most of which have good orchards attached to them, and many of the inhabitants are exchanging the old zig-zag fences for others of a more sightly character; on the road, about a mile and a half from Simcoe is the old Episcopal church of the district, a large frame building, seemingly well constructed.

Simcoe, lately the district town of the Talbot District, and now the county town of the County of Norfolk, is pleasantly situated near the north-western corner of the Township of Woodhouse, and is giving substantial proofs of its increasing prosperity, in the gradual improvement in the character of its public and private buildings. Five years since it contained but two or three brick houses; it now however can boast of as many as most places of its size in the Province, and contains nearly fifteen hundred inhabitants. Simcoe is incorporated, contains the jail and court house of the county, and all the government and county offices are kept here. There are six churches: Episcopal, Presbyterian, Congregational, Methodist and two Baptist; two grist mills and one saw mill, two foundries, three distilleries, an ashery, two tanneries, a brewery, soap and candle factory, &c., a grammar school, and a daily post. Three newspapers are published here, the Simcoe Standard, Long Point Advocate, and Norfolk Messenger, and the Gore Bank has an agent here. Patterson's Creek runs through the town.

From Simcoe a road runs direct to the Hamilton and Dover plank road, which it reaches at the village of Jarvis, eight miles from Port Dover, following the town line between Woodhouse and Townsend, which is five miles shorter distance than going round by Port Dover; in the present state of the road however there is not much saved in time in travelling by it, a portion of it being in very bad order, with a considerable extent of corduroy.

From Simcoe to Port Ryerse is six miles; you travel for about three miles and a half along the Port Dover road, and the road then continues to run southwards till near the lake, when it diverges to the east. Port Ryerse possesses but few inhabitants, although it is the shipping port for the neighbourhood, and has a grist mill containing three run of stones. The neighbourhood of the port is hilly and the scenery picturesque. The following are the exports and imports at Port Ryerse for the year 1850:—

EXPORTS.

Lumber	970000 feet.
Shingles	500 M.
Flour	9230 barrels.

IMPORTS.

Salt	1180 barrels.
Coal	56½ tons.
Goods	80 tons.

Between Port Ryerse and Vittoria, distant about three and a half miles, the road runs for some distance along a high ridge of land, having an extensive valley below it; there are some fine farms on the road.

From Simcoe to Vittoria is six miles and three quarters; the land through which the road passes is rolling and the country well settled, the soil generally a sandy loam, and as you approach Vittoria the character of the timber changes, and a considerable portion of it is pine. On the road, near the village, is a Methodist church.

Vittoria, which is situated near the eastern corner of the Township of Charlotteville, is a thriving little place, it has been *in ancient times* a place of some little consequence. Up to the year eighteen hundred and sixteen the courts for the district (London) were held at Turkey Point, in the south-west of the township, which was then called "Port Norfolk," and where a building was erected which was used as a court house. From eighteen hundred and sixteen to eighteen hundred and twenty-seven the courts were held at Vittoria, where a court house was built at an expense of nine thousand pounds; building however at that time was very expensive, and the same sum in the present day would pay for erecting a very different structure. In eighteen hundred and twenty-seven London was made the district town, and the offices were removed from Vittoria. The village now contains about four hundred inhabitants, has three churches, Episcopal, Presbyterian and Baptist; a grist mill, fulling mill and two distilleries. The registry office for the county was kept here, but has been removed to Simcoe.

From Vittoria to Forrestville, in the same township, is about six miles, the land between the two villages is rolling, and the timber mostly hard-wood, a large portion of it being oak. Forrestville is a small settlement, containing not more than about eighty inhabitants. Near the village is a Baptist church.

In the south of the township is the village of Normandale, which has for many years been a place of considerable importance to the neighbourhood, a blast furnace for smelting the bog iron ore found in the surrounding country having been erected here in the year eighteen hundred and twenty-three, and large quantities of iron have been made and manufactured here. The greater portion of the ore however, within convenient reach having been used up, when operations were resumed at the Marmora Iron Works, these works were discontinued, and a saw-mill now supplies the place of the furnace.

The Township of Charlottevile commenced settling in seventeen hundred and ninety three, when land was selling at five shillings per acre. In eighteen hundred and seventeen it contained one hundred and thirty-two houses, and nine hundred inhabitants, three grist and three saw mills; at that time a working horse sold for seventeen pounds ten shillings, a cow for twenty two dollars; wool was worth two shillings and ninepence per pound, and butter and cheese one and three pence per pound; and land had risen in value to twenty shillings per acre. The township now contains two thousand four hundred and ninety-eight inhabitants, has three grist and seven saw mills, three fulling and carding mills, and one tannery; and produced from the crop of eighteen hundred and forty-nine; thirty-three thousand seven hundred bushels of wheat, fourteen thousand eight hundred bushels of oats, eleven thousand bushels of Indian corn, and twenty-two thousand bushels of potatoes, besides twelve thousand pounds of wool, and ten thousand nine hundred pounds of butter. Wild land is stated to average in value twenty-nine shillings, and cleared farms sixty-four shillings per acre. The soil of the township consists of sandy loam, occasionally intermixed with clay, and the timber of oak and pine, with a mixture of chestnut, maple, walnut, hickory, beach, ash, whitewood, &c. A company has been formed for the purpose of constructing a plank and gravelled road from Normandale to Fredericksburg.

From Forrestville to St. Williams, which is situated just within the Township of Walsingham, the distance is about three miles, the land between the two places is rolling and the timber hardwood. St. Williams is a small village which does not appear to grow. It contains about sixty inhabitants, a post office, and a Methodist church.

From St. Williams to Port Rowan in the same township is five miles, the land is generally rolling, and in some parts is broken into short hills, the timber is hardwood. The banks of the lake at Port Rowan are of considerable height. The village contains about two hundred inhabitants, a Baptist church, a collector of customs, and a post office, and a steam saw mill is in course of erection. This is essentially a lumbering country and its exports of the products of the forest are large.

The following are the exports from Port Rowan for the years 1849 and 1850:—

Denomination.	Quantity.	Value.
1849.		
Furs	.....	£ 38 18 3
Potatoes	800 bushels	75 0 0
Chain cable	1	6 0 0
Pine lumber	6201250 feet	4832 19 3
Walnut lumber	27000 "	52 10 0
White wood lumber	105000 "	55 0 0
Lathing	1921 bundles	180 5 0
Pine logs	6570 M. feet	2154 15 0
Shingles	68 M.	25 10 0
Shingle wood	112 cords	67 17 6
Hoop poles	650	1 15 0
Spars	2	7 10 0
	Total value.....	£ 7498 0 0
1850.		
Pine lumber	4283239 feet	£ 5217 8 8
Walnut lumber	2240 "	5 12 6
Furs	.....	120 12 6
Staves	800	2 5 0
Lath wood	332200 feet	112 15 9
Ship knees	174	103 0 0
Shingles	42000	16 1 3
Shingle wood	30 cords	22 10 0
Flour	341 barrels	341 0 0
Furniture	.....	25 0 0
Cedar	100 pieces	25 0 0
Pine saw logs	7250	906 5 0
	Total value.....	£ 6897 10 8

Port Royal, which is situated on Big Creek, is a small settlement, containing about one hundred and fifty inhabitants. A steam saw mill, which was in operation here a few years since, was destroyed by fire, and a new one has since been erected.

The Township of Walsingham was first settled in the year seventeen hundred and ninety-one, when land was selling at five shillings per acre; in eighteen hundred and seventeen it contained fifty houses and three hundred and thirty seven inhabitants, three grist and two saw mills, and land had increased in value to seventeen shillings and sixpence per acre. At the present time it contains a population of two thousand four hundred and twenty-seven, has two grist and eighteen saw mills, a fulling and carding mill and a tannery; and produced from the crop of eighteen hundred and forty-nine, twenty-one thousand bushels of wheat, and eleven thousand bushels of Indian corn, and twenty-two thousand

pounds of maple sugar, ten thousand eight hundred pounds of cheese, and ten thousand nine hundred pounds of butter. Besides the steam saw mills in Port Rowan and Port Royal, there are two others in the township, one of which is a large establishment, containing a gang of six saws, circular saws and lathing machine.

The front of Walsingham contains a clay soil with hardwood timber, and the back of the township contains a large portion of excellent pine. Some reports have been circulated lately that lead ore had been found in the township on the banks of Big Creek, but the statement does not appear to rest on very good foundation, and it is surmised that the reports have been made by parties from interested motives, and that the specimens shown came from other localities ; not having had the oppertunity of making a personal search, we are unable to give any decided opinion upon the disputed point.

At the southern extremity of the township is a strange prolongation of the land, running out into the lake in an easterly direction called " Long Point", it is about thirty miles in length, and in its widest part about five miles in breadth, and has a peculiar turn or crook at its extremity. It is supposed to have been originally formed by the washing up of the sand, and accumulation of soil, &c., brought down by the lake and lodged there. It is described as being a succession of sand hills and swamps or marshy spots ; in a few places however, patches of good soil, covered with beech and maple, may be found. No portion of it is at present under cultivation, and it is chiefly valued on account of its production of cedar posts, of large quantities of which it has been plundered by marauding parties of Americans. The point is a great place of resort for sportsmen, immense numbers of ducks and snipes being killed in the marshes, and deer are also occasionally killed.

Long Point is now an island, the sea having made a considerable breach near its eastern extremity. The opening has no great depth of water, and is not navigable for vessels drawing over five feet. A light ship has been placed at the opening for the protection of mariners, and a light house is erected on the extremity of the point.

The Townships of Houghton and Middleton were originally principally appropriated for school purposes. The Township of Houghton, in eighteen hundred and seventeen, was stated to contain only six families, and in eighteen hundred and fifty the population had increased to one thousand three hundred and four. The township is small, and much of the land is said to be of secondary quality. It produced from the crop of eighteen hundred and forty-nine, nine thousand bushels of wheat, five thousand nine hundred bushels of Indian corn, and five thousand six hundred bushels of potatoes. Its possession of fourteen saw mills shows that a large por-

tion of its inhabitants are engaged in the lumber trade. Wild land is now valued at seventeen shillings and ninepence, and cleared farms at three pounds nine shillings per acre; this is the average. There is a considerable quantity of bog iron ore in the township.

Middleton commenced settling in eighteen hundred and fifteen, and in eighteen hundred and seventeen contained thirty families, at which time wool sold at two shillings and sixpence per pound, and butter and cheese at one shilling and three pence per pound. The land varies very much in quality; in the south-west the timber is generally beech and maple; in the south is a considerable swamp; in the east, the land bordering on Big Creek bears good pine; and the timber bordering the Talbot Road is also pine, but not generally of such good quality. Middleton contains, at the present time, nine hundred and forty-nine inhabitants, a large portion of whom are engaged in the lumber trade. There are one grist and twelve saw mills, and one tannery in the township. Its produce of wheat for the last season only amounted to seven thousand bushels. Wild land in the township is valued at eleven shillings, and cleared land at thirty shillings, per acre. This township also contains iron ore.

In Middleton and Houghton there are about six thousand acres of school lands still remaining unsold, the average price of which is eight shillings currency per acre; this is payable one-tenth down, and the remainder in nine annual instalments, with interest. Persons wishing to purchase must make application to the Agent for Crown Lands at Simcoe.

On the town line between Middleton and Windham is situated Fredericksburg, formerly called Middleton. This is a thriving village, and is likely to increase, being the intended point of junction of the two gravel and plank roads from Port Dover and Normandale to Otterville. It contains about two hundred inhabitants, a grist and saw mill, and post office.

Windham, which is one of the best settled townships in the county, commenced settling in seventeen hundred and ninety-four, when wild land was only worth five shillings per acre; in eighteen hundred and seventeen it contained forty-eight houses, and two hundred and ninety-three inhabitants, and land had risen in value to ten shillings per acre. In eighteen hundred and fifty the population had increased to two thousand seven hundred and sixteen; it contained two grist and two saw mills, a tannery, and foundry. Wild land was valued at two pounds, and cleared farms at four pounds five shillings per acre; and it produced from the crop of eighteen hundred and forty-nine, forty-eight thousand bushels of wheat, twenty thousand bushels of oats, twenty

thousand nine hundred bushels of Indian corn, twenty-three thousand bushels of potatoes, and ten thousand bushels of turnips; besides nineteen thousand pounds of maple sugar, ten thousand pounds of wool, and eight thousand eight hundred pounds of butter. The land is generally rolling, and the timber mostly hardwood, with a small mixture of pine: a considerable portion of the hardwood is oak, with chestnut, beech, and maple; the soil is generally a sandy loam.

Townsend, the last we have to notice, is the best settled township in the county; it commenced settling in seventeen hundred and ninety-six, when wild land might be bought for one shilling and three pence per acre. In eighteen hundred and seventeen it contained one hundred and twenty houses, and seven hundred and sixteen inhabitants, one grist and three saw mills, and land had only risen in value to seven shillings and sixpence per acre. In eighteen hundred and fifty it contained three thousand nine hundred and sixty-three inhabitants, one grist and nineteen saw mills, two fulling and carding mills, one brewery, one foundry, two tanneries, and two asheries; and produced from the crop of eighteen hundred and forty-nine, seventy-eight thousand bushels of wheat, ten thousand six hundred bushels of barley, sixty-one thousand bushels of oats, thirty-seven thousand five hundred bushels of Indian corn, and twenty-four thousand bushels of potatoes; fifty-three thousand pounds of maple sugar, twenty thousand six hundred pounds of wool, and twenty-one thousand pounds of butter. Wild land is now valued at fifty-two shillings per acre, and cleared farms at five pounds six shillings per acre. The land is generally rolling, and the timber a mixture of hardwood and pine. The road from Simcoe to Brantford passes through the east of the township. Seven miles from Simcoe is the Village of Waterford, which contains a grist and two saw mills, one of which is worked by steam, a foundry, distillery, and post office; with two churches, Episcopal and Baptist.

Taking it altogether, Norfolk is a fine county, and the new roads now making will add greatly to its trade and prosperity. In a work on British America, published in eighteen hundred and thirty-nine, by Messrs. Oliver & Boyd, of Edinburgh, the following absurd passages occur in describing this District:—"The old portion is decidedly inferior, and a large tract in the south-east, called the Long Point country, presents a sandy surface, resembling in some places the desert of Arabia. It does not, however, deter settlers, who, from its being very thinly timbered, find no trouble in the clearing, and succeed in raising one or two crops of tolerably good wheat, though, as it is then quite exhausted, they must change their position,"—and, again, "in the rear it has Middleton, Windham, and Townsend—and in general presents the sandy

and barren aspect already described." Is it surprising when such statements have been published respecting the country, that emigrants from Britain have passed by Canada, and settled in the United States—and can anything show more forcibly the necessity that exists for publishing authentic information respecting the Province?

In eighteen hundred and forty-nine the county received from Government an allowance of one hundred and ninety-seven pounds five shillings, towards the support of its agricultural societies; one hundred pounds for the grammar school; and five hundred and fifteen pounds nineteen shillings for the common schools.

NUMBER *of Common Schools in operation in the Talbot District, in* 1847, *with the amount of remuneration paid to Teachers.*

Township.	No. of Schools in operation.	Apportionment from Legislative School Grant.	Total Annual Salary of Teachers.
Townsend	23	£119 10 7	£920 0 0
Woodhouse	13	86 17 11	530 0 0
Charlotteville	16	85 17 8	541 0 0
Windham	14	71 0 7	457 0 0
Walpole	12	56 13 8	349 0 0
Rainham	6	36 17 7	282 0 0
Houghton	8	26 17 6	188 0 0
Middleton	7	27 5 7	185 0 0
Walsingham	11	55 15 6	270 0 0
Total	110	£566 16 7	£3722 0 0

Number of Common Schools in operation for the year eighteen hundred and forty-nine:—Townsend, twenty-three; Woodhouse, ten; Charlotteville, thirteen; Windham, eleven; Walpole, eleven; Rainham, six; Houghton, six; Middleton, five; Walsingham, nine;—total, ninety-four.

EXPENDITURE *on, and Revenue from Public Works, in the County, up to* 31*st December,* 1849.

EXPENDITURE.

Work.	Total Cost.
Hamilton and Port Dover Road	£33333 6 8
Port Dover Harbour	9787 7 5
Long Point Lighthouse	2273 12 3

COMPARATIVE STATEMENT *of Revenue and Expenses for the years* 1846, 1848 *and* 1849.

HAMILTON AND PORT DOVER ROAD.

Date.	Gross Revenue.	Expenses of Collection and Repairs.	Net Revenue.
1846	£1500 0 0	£ 219 0 0	£1281 0 0
1848	2232 0 0	3051 0 0	819 0 0
1849	5961 0 0	4150 0 0	1811 0 0

PORT DOVER HARBOUR.

Date.	Gross Revenue.	Expenses of Collection and Repairs.	Net Revenue.
1846	£197 0 0	£ 22 0 0	£175 0 0
1848	410 0 0	144 0 0	266 0 0
1849	586 0 0	94 0 0	492 0 0

More than half of the Hamilton and Port Dover road is in the Gore District.

EXPENDITURE *on Lighthouses for the year* 1849.

Name of Light.	Salaries.	Supplies.	Total.
Port Dover	£ 0 0 0	£ 75 14 10	£ 75 14 10
Light-ship	135 0 0	48 7 4	183 7 4
Long Point	108 15 0	157 12 11	266 7 11

REVENUE *from Lighthouse or Tonnage Duties, for the year ending 5th January,* 1850.

Port Dover	£ 54 14 8
Port Rowan	19 6 0

REVENUE *from Customs Duties, for the year ending 5th January,* 1849.

Port.	Gross Amount of Collections.	Salaries, and other Expenses.	Net Revenue.
Port Dover	£1700 8 0	£232 6 1	£1468 1 11

For the year ending January 5th, 1850.

Port.	Gross Amount of Collections.	Salaries, and other Expenses.	Net Revenue.
Port Dover	£2014 18 9	£254 17 4	£1760 1 5
Port Rowan.....	689 1 11	133 15 0	555 6 11

ABSTRACT *from the Assessment Rolls of the Townships now forming the County of Norfolk, for the year* 1834.

Township.	No. of Acres Cultivated.	Mills.		Horses.	Cows.	Amount of Ratable Property.
		Grist.	Saw.			
Walsingham	2986	1	1	129	330	£10891 10 0
Townsend.....	9960	1	1	311	742	29223 11 0
Woodhouse	6736	1	2	226	429	21989 18 0
Windham	5163	0	0	143	336	12594 2 0
Middleton.....	1081	1	0	35	123	5177 16 0
Houghton	372	0	0	12	50	1443 0 0
Charlotteville	8052	2	2	286	537	24839 9 0
Total.....	34350	6	6	1142	2547	£106159 6 0

ABSTRACTS *from the Assessment Rolls, for the years* 1842, 1844 *and* 1848, *and from the Census and Assessment Rolls, for the year* 1850.

Date.	No. of Acres Cultivated.	Mills.		Cows.	Oxen, four years old and upwards.	Horned Cattle, from two to four years old.	Horses.	Amount of Ratable Property.
		Grist.	Saw.					
1842.....	54049	10	48	3846	1336	3846	.....	£166003
1844.....	56899	10	50	4186	1643	1649	.....	185633
1848—Woodhouse ...	12251	4	12	941	170	229	669	53569
Townsend. ...	22792	1	16	1479	516	67	824	60429
Charlotteville,	13782	3	9	847	231	258	543	39422
Windham.....	14041	2	2	881	374	397	533	37452
Walpole.....	9239	2	9	834	321	308	361	29711
Walsingham...	6988	2	14	667	235	229	345	26717
Rainham	6241	0	4	616	122	239	324	20278
Houghton	2459	0	12	304	161	89	131	9572
Middleton....	2238	1	9	320	172	147	146	11496
	90031	15	87	6889	2302	2463	3876	£288646

1850.

Township.	Population.	Number of Acres under Crop.	Number of Acres under Pasture.	Mills.		Amount of Ratable Property.	Wheat raised, bushels.	Barley, do.	Rye, do.	Oats, do.	Peas, do.	Indian Corn, do.	Potatoes, do.	Buckwheat, do.
				Grist.	Saw.									
Townsend	3963	6743	3986	1	19	£ 63858	78203	10644	6087	61620	4491	37556	24219	18079
Woodhouse	3647	2903	2512	4	12	33362	38117	262	1546	17439	3752	13641	14407	8938
Windham	2716	5020	4406	2	2	40039	48591	1124	5798	20656	2562	20973	23583	8199
Charlotteville	2498	3961	2846	3	7	23820	33790	533	5557	14826	280	11111	22490	5943
Walsingham	2427	2090	1514	2	18	33024	21200	148	396	9418	3144	11320	8526	2753
Houghton	1304	2196	835	0	14	15495	9051	202	335	4248	1994	5950	5657	1196
Middleton	949	723	714	1	12	12579	7241	80	547	6455	756	3697	4487	1677
	17504	23636	16813	13	84	£222177	236193	12993	20266	134662	16979	104248	103569	46785

1850.

Township.	Turnips, bushels.	Tons of Hay.	Mangel Wurzel.	Pounds of Maple Sugar.	Pounds of Wool.	Pounds of Cheese.	Pounds of Butter.	Neat Cattle.	Horses.	Sheep.	Hogs.
Townsend	9869	4620	1977	53262	20620	3782	21165	3983	1176	6614	2876
Woodhouse	7755	3208	129	12923	12610	3410	13528	1818	767	3931	1996
Windham	10365	2935	30	19051	10886	616	8864	2432	752	3841	2320
Charlotteville	5489	2681	185	3690	12287	1115	10903	1765	549	4212	1536
Walsingham	3113	2563	62	22100	9295	10837	10987	1991	568	3295	1603
Houghton	1063	636	45	8954	2632	.....	4174	939	188	944	626
Middleton	2540	599	40	11713	2474	355	2361	913	165	1050	682
	40194	17242	2468	131693	70804	20115	71982	13841	4165	23907	11639

Division Courts in the County of Norfolk.

First Division.—Woodhouse. Courts held at Simcoe, 1st March, 1st May, 9th July, 9th September, and 7th November.

Second Division.—Townsend, and all that part of Walpole, to the line between the 10th and 11th concessions. Courts held at Waterford, 2d March, 2d May, 11th July, 10th September, and 8th November.

Third Division.—Windham. Courts held at Colborne, 4th March, 3d May, 12th July, 11th September, and 9th November.

Fourth Division.—Middleton and the northern portion of Houghton, from the 9th side line. Courts held at Fredericksburgh, 5th March, 4th May, 13th July, 13th September, and 11th November.

Fifth Division.—Charlotteville. Courts held at Vittoria, 6th March, 6th May, 16th July, 16th September, and 12th November.

Sixth Division.—Walsingham, and the south part of Houghton, to and including the 9th side line. Courts held at Port Rowan, 7th March, 7th May, 17th July, 17th September, and 13th November.

Seventh Division.—Rainham, and the ten first concessions of Walpole. Courts held at Stoney Creek, 12th March, 10th May, 20th July, 20th September, and 15th November.

Distances in the County of Norfolk.

From Simcoe to Port Dover, eight miles; Port Ryerse, six; Vittoria, six and three quarters; Forrestville, twelve and three quarters; St. Williams, sixteen; Port Rowan, twenty-one and a quarter; Fredericksburgh, eleven and three quarters; Waterford, seven and a quarter; Jarvis, on plank road, eleven and a quarter; Nanticoke, fourteen. Vittoria to Forrestville, six; St. Williams, three; Port Ryerse, three and a half; Port Rowan, fourteen and a half. Port Dover to Simcoe, eight; Fredericksburgh, nineteen; Otterville, twenty-five; Waterford, fifteen and a quarter; Jarvis, eight.

The following extracts from the report of the geological survey, being a continuation of that previously given, should have followed in regular succession, but the report was not received sufficiently early for the purpose:—

Subsequent, says Mr. Murray, to a short excursion in the early part of May, up to the Ouse or Grand River, to ascertain the nature of the rocks near Galt, in the township of Dumfries, I proceeded to Penetanguishine, where I joined the party that were to accompany me, on the eighteenth of the month, and after re-inspecting several points between this and Cabot's Head, and again touching at the Manitoulin Islands, collecting fossils and mineralogical specimens whenever occasion offered, we coasted along the Isle of Coves, and Cape Hurd, to the

Rivière au Sable (north) and the Saugeen. From the Saugeen we proceeded to Goderich, occupying several days in the examination of the rocks on the Ashfield, Maitland and Bayfield Rivers, and continued our course to Cape Ipperwash, generally known by the name of Kettle Point, then farther on to Port Sarnia, and by River and Lake St. Clair to Windsor, in the Western District, which we reached in the end of June. From Detroit we passed by steamboat to Sault Ste. Marie, which we left on the eighth of July for the Bruce mines. On our way down the St. Mary's river we determined the difference of level between the head and foot of the Neebeesh Rapids, with the view of accurately ascertaining the relative heights of Lakes Superior and Huron, and I may here state the result to be as follows:—

	Feet
Rise in Little Neebeesh Rapids	0.90
Rise in Upper Sugar Island Rapid, American side	0.51
Allowance for imperceptible currents in a distance of twenty-five miles	1.50
Difference between the level of Lake Huron and the foot of Sault Ste. Marie	2.91
Rise in Sault Ste. Marie	18.50
Height of Lake Superior over Lake Huron	21.41

General description of the coast of the Western and Huron Districts.

The west side of the promontory separating the Georgian Bay from the main body of Lake Huron is marked by characteristics similar to those which were stated to belong to the south side of the Great Manitoulin Island. At all parts from Cape Hurd to Rivière au Sable (north), the coast is low, rocky and rugged, and scantily clothed with a dwarfish growth of evergreen trees. It is deeply indented by numerous bays and creeks, and at intervals bound by groups of small, low and usually barren islands of limestone. As is the case on the southern shores of the Manitoulins, these bays, though frequently capacious, rarely constitute good harbours, the approach to them being at times extremely dangerous, even for vessels of small draught, owing to the shallows, which extend for a long distance out into the lake, consequent upon the low westerly dip of the calcareous strata composing the promontory. Safe and commodious places of resort, however, for vessels navigating the lake, are not altogether wanting, and among these probably the best is the harbour of Tobermory, near Cape Hurd, well known to most persons who have frequented this part of the coast. Boats can find shelter in many places, either in coves or creeks, or among the islands; and at the mouth of the Rivière au Sable (north), there is an excellent boat harbour, but a sand-bar at the entrance effectually prevents the admission of vessels drawing over three feet.

Losing its rocky nature, a decided change takes place in the character of the coast at the Rivière au Sable (north), about the mouth of which, and for several miles south, sand dunes prevail; and farther on, a beach of sand, strewed over in parts with boulders, extends some distance beyond the Saugeen. Between the two rivers there is no harbour of any description, and with strong northerly or westerly winds, it is next to impossible to effect a landing, in consequence of the barriers of boulders which lie along the shore at considerable distances from the land, the shallowness of the approach, and the heavy surf which rolls in from the lake. Bordering the lake along the sandy tract there is no melioration in the timber, which consists for the most part of a mixture of inferior evergreens, with small white birches and cedars, until approaching the Saugeen, where a gradual but evident improvement in the nature of the soil is indicated by the more frequent recurring presence of good sized pines, accompanied with maple, elm and birch. The mouth of the Saugeen affords a good harbour for boats and small craft, but as is the case with all the rivers of the coast, a bar is formed across its entrance, over which a heavy sea breaks when the wind is at all strong from any point between south-west and north; its entrance under such circumstances, is difficult, and attended with considerable danger. At a very short distance up from its junction with the lake, the river becomes rapid, and is no farther navigable except for canoes or small boats, and rapids occur at intervals to the highest part we reached, which might be about five miles from the mouth. In these five miles the river flows between banks of clay, gravel and sand, which frequently rise boldly to heights of between twenty and a hundred feet above the water; the surface of the country on both sides is flat or gently undulating, and while in many parts it bears a heavy growth of pine timber, in others it yields maple, elm, ash, and other hardwood trees of good size. About two miles from the mouth, on the right bank of the river, there is an Indian settlement, from which a portage has been cut across the peninsula to the Indian village of Neewash, at the head of Owen Sound. The territory to the north of the portage being exclusively an Indian Reserve, remains in its primeval state of wilderness; and with the exception of a building which was raised some years ago by a fishing company at Gaheto, or Fishing Island, there is not a single dwelling house on any part of the coast all the way to Cape Hurd, a distance of nearly sixty miles.

Following the coast south from the Saugeen, the land is low, with a beach alternately of sand and boulders, for about six or seven miles, beyond which occasional ledges of rock appear, until reaching the Little Pine River, which enters the lake to the south of Point Douglas. Beyond

the Little Pine River the land becomes more elevated, and the character of its forest proclaims a still further improvement in the soil. At the outlet of a stream, dignified, though a mere brook, with the name of the Big Pine River, in which the epithet Big, however, is probably intended to qualify the wood rather than the water, the surface is thickly grown over with pine of large size, and before reaching Point Clark, some nine miles farther, the interior appears to consist chiefly of hardwood land. A beach of fine sand skirts the shore for the whole distance.

From Point Clarke, the coast which, from the mouth of the Rivière au Sable (north) has a general bearing about south-west by west, turns due south, and maintaining this course to Port Frank (that portion of the coast opposite Brewster's saw mill at the north bend of the Rivière au Sable, (south),) in the township of Stephen, a distance of fifty miles, presents to the lake, in almost all parts, steep and lofty cliffs of clay, the summit of which spreads back into an extensive level country, producing a luxuriant vegetation of the heaviest description of hardwood trees. At Port Frank the trend of the coast changes to south-west, and again with the adjacent country becomes sandy, presenting innumerable sand dunes, which extend several miles back, and in many instances rise to the height of a hundred feet, and more, over the surface of the lake. This character prevails to the mouth of the Rivière au Sable (south), and beyond it to within a short distance of Cape Ipperwash or Kettle Point, which is about fifteen miles from Port Frank. Kettle Point displays a few flat rocks coming to the water's edge, but beyond it a fine sandy beach, with high cliffs of clay rising at a short distance back, hold the coast line to within two miles of the entrance of the St. Clair River, where the country again appears to assume an arenaceous character.

With the exception of Goderich harbour, at the mouth of the Maitland River, and the basin at the exit of Rivière au Sable (south), there is not a single place of security for any description of vessel between the Saugeen and the St. Clair. Small boats, I was informed, could enter Big Pine Brook, but no craft of larger size. There are no islands, no coves, no accessible brooks or streams, and with strong winds from the south, west or north, it is difficult, if not impossible, to land boats with safety. At many points the water is very shallow, and large boulders often lie at a long distance out in the lake, while a very heavy sea breaks every where along the coast.

The rocks exhibited upon that part of Lake Huron now under consideration are portions of the whole suit of fossiliferous deposits between the Trenton limestone, (using the New York nomenclature), the base, and the Hamilton group at the summit, both inclusive; the superposition in ascending order, being as follows:

1. Trenton limestone,
2. Utica slate,
3. Loraine shale,
4. Medina sandstone and marl,
5. Niagara limestone,
6. Onondaga salt group, or gypsiferous limestone and shale,
7. Corniferous limestone,
8. Hamilton group.

As already remarked in former Reports, the Trenton limestone occupies the whole of the Peninsula between Matchadash and Nottawasaga Bays and the group of islands lying off its extremity, consisting of the Giant's Tomb, Hope, Beckwith and Christian Islands. At the head of Matchadash Bay, near to the entrance of Cold Water River, the limestones are found with a narrow band of green sandstone below them resting unconformably upon gneiss, and from that spot a nearly straight line, drawn down the Bay to the Giant's Tomb, would mark the lower boundary of the formation, the lime stone being seen out-cropping at intervals on the south-west shore, while the islands and mainland on the opposite side display nothing but the older rock in its various granitic and syenitic aspects. The upper members of the Trenton formation were found about eight miles west of Nottawasaga river, at McGlashan's mills, at Hurontario, in the township of Nottawasaga, at the little islands called the Hen and Chickens, and on the coast in the North-west corner of the Township of Nottawasaga, where they were seen to pass below the Utica slate. The transverse breadth of the formation is thus about thirty miles, and its thickness, supposing the dip to be to the south-westward at the rate of thirty feet in a mile, would be nine hundred feet. But it is not unlikely that it may be affected by very gentle undulations, and it would therefore be scarcely safe to state the probable amount at more than six hundred to seven hundred feet. That arenaceous portion of the formation, distinguished by the New York geologists as the calciferous sand-rock, is usually found at the base, and beds more or less silicious occur at intervals throughout the whole thickness. Green calcareous and argillaceous shales are also frequently met with, usually holding numerous fossils, and alternating with beds of good limestone; the pure limestones are sometimes of a buff colour and very fine texture, in which case fossils are scarce, those in such instances most prevalent being small fucoids, generally replaced by calcareous spar, running through the beds vertically to the plane of stratification. Other beds are grey in colour, granular, and crowded with fossils. Among these beds some hold the tail of a trilobite (*isotelus gigas*) in great abundance, while others are almost exclusively composed of the remains of a spe-

cies of *leptena.* The fossils observed to prevail throughout the formation were several species of *leptena cypricardia,* several spiral univalves, orthoceratites, trilobites (chiefly *isotelus gigas*) encrinites, corals, and fucoids.

In the variations in mineral quality in different parts of the formation, some beds are so very arenaceous and hard as to be altogether unfit for burning into lime, or, where not too silicious for such a purpose, the lime assumes, when slacked, such a dark yellow colour, as to unfit it for white-washing, while it permits but a small admixture of sand in forming mortar. Other beds, on the contrary, are uncommonly free from silicious matter, and are then often bituminous, and sometimes have a slightly argillaceous aspect. The lime from these beds is of excellent quality.

Black bituminous shales come to the surface on the coast of Nottawasaga Bay, in the fourth concession of Collingwood, with beds of close-grained, dark brown bituminous limestone interstratified. The limestones contain fossils, but by no means in such abundance as the shales, which are uncommonly productive, the prevailing fossil being the tail of the *isotelas gigas,* which greatly predominates, but is accompanied by *triarthus beckii, orthis, lingula, orthoceras,* and *graptolithus.*

The first exposure of the Loraine shale formation we met with on our route along the coast was near Cape Boucher, in Nottawasaga Bay, where cliffs, rising abruptly to the height of one hundred aud fifty feet, present sections of buff or drab-coloured argillaceous shales, interstratified with thin beds of grey yellow-weathering sandstone. It next makes its appearance at Point Rich, and continues exposed, in a high nearly vertical cliff, thence to Point William, where we found blue and drab-coloured argillaceous shales, with thin alternations of calcareous sandstone and thin beds of limestone. The upper part of the formation was observed in a cliff about one hundred feet high, at the head of Owen Sound, immediately over the steamboat wharf, where the base of the precipice displayed shales of a similar character to those at Point William, which were overlaid by hard beds of grey or brownish yellow weathering silicious limestone capping the summit. Portions of the formation are seen at Cape Commodore, on the islands opposite to Colpoy's Bay, at Cape Croker, and other parts of the coast, until reaching Cabot's Head, where they were observed to pass below the Medina rocks. If a straight line were drawn from Point Rich to Cape Croker, to represent the out-crop of the base, the formation wonld have a breadth of about twenty miles at Owen Sound, which, at the supposed slope of thirty feet in a mile, would give a thickness of about six hundred feet.

Fossils are found in vast abundance, but unequally distributed through the formation. In the section near Cape Boucher, they consist chiefly of stems of encrinites and pentacrinites, and also fucoids—shells of all kinds being very scarce. At Point William shells are more plentiful, but not in great abundance; while at Cape Croker and Cape Montresor various species of shells occur in great numbers, in addition to encrinites, corals and fucoids. In the hard beds at the top of the formation, in Owen Sound, we met with numerous fossils; they were principally small shells and corals, and the forms having been replaced by silica, while the imbedding matrix is calcareous, they were weathered out in relief on the exposed surfaces, being precisely in the condition in which similar remains were found in the upper beds of the same series, at Cabot's Head, and in the Grand Manitoulin Island. The species of *Pterinea* (*P. carinata,*) which appears to be peculiarly characteristic of this series of rocks, is found more or less abundantly in different parts throughout the whole vertical thickness, and in great numbers at Point William, Cape Croker, and Cape Montresor.

The materials of economic importance observed associated with the Loraine shales, were stones fit for building, for tiles and flagging, with limestone and clay. For building, the hard beds at the top of the series are of tolerably good quality, when the layers are not too thin, which however they frequently are, and some of the calcareo-arenaceous bands might be used for a rough description of tiles and flagging; but the material is of an inferior quality for either purpose. There are very few beds fit for burning into lime; an occasional one, however, is met with among the blue and drab shales. When not too calcareous, the clays derived from the disintegration of the shales constitute material of good quality for brick making. Gypsum is reported to have been found in the formation near Cape Commodore, but the only specimens of it met with by me occurred in small isolated masses of no economical importance, being such as are known to exist in the formation elsewhere.

A bold precipitous escarpement, marking the outcrop of the Niagara limestone, was traced along the coast from Cabot's Head to Colpoy's Bay. Southward from the bight of this bay, the escarpement leaves the coast, but maintaining some degree of parallelism with it, sweeps round towards the heights over Cape Commodore, whence it runs nearly due south, keeping two to three miles distant from the west shore of Owen Sound, until reaching the line between the townships of Derby and Sydenham, about three miles south of the village of the latter name at the head of Owen Sound, where it strikes to the south-eastward and crosses the Owen Sound road. The subjacent formation was not

exposed at any part that we visited south of Colpoy's Bay, being concealed by detritus and forest trees; but the soil at the base of the Niagara escarpement was frequently observed to be of a red colour and marly quality, leaving little doubt that it was derived from the immediate proximity of the marles of the Medina group.

The upper part of the Niagara limestones, which constitutes the south shores of the Manitoulin Islands, strikes from Horse or Fitzwilliam Island across to the Isle of Coves, then to Cape Hurd, whence it holds the coast and adjacent islands to Chief's Point, and the Rivière au Sable (north); from this, striking into the interior, it is no more seen on the lake.

Numerous fossils were observed in the Niagara limestones, but the variety was not great, except among the corals, which were of many different species.

The Niagara group is fruitful in excellent materials for building and lime burning. At Owen Sound, about two miles S. by E. from the village, there are unworked strata of white or pale gray limestone; the upper beds are from two to four feet thick, the lower ones occasionally over twelve feet, being all very massive; the upper beds could be quarried to an almost boundless extent, and would yield an excellent building material; the lower beds are likewise fit for building purposes, but being at the base of an abrupt escarpement could not be extensively quarried; large loose masses, however, skirt the escarpement, and these might be made available for a great length of time. All the beds would stand the weather well; many of them have occasionally been burnt by the settlers, and are said to make an excellent quality of lime. Materials of much the same sort would be found all the way to Cabot's Head. On the Rivière au Sable (north), about a mile and a half or two miles from its mouth, there are some pale greenish-blue limestone beds, one of them darker than the rest, which would all be fit for building purposes; the stone appears to resist the disintegrating influences of the weather well, but it turns under them to a blackish colour. The beds are from eight to eighteen inches, and even two feet thick; they are divided by parallel joints into rhomboidal forms, and would afford blocks of any required size. At Chief's Point there is a limestone which presents a white or pale gray colour on fracture; it has a rough pitted exterior surface, and weathers to a dark brown approaching to black; the beds are massive, ranging from two to four feet in thickness; parallel joints intersect them, and they could easily be quarried, and afford a very substantial building stone; most of the beds are supposed to be fit for burning into lime. Lyell Island and the Fishing Islands give a stone precisely similar to that at Chief's Point, and

under exactly similar circumstances; and so indeed does nearly the whole coast to Cape Hurd, on which the rocks, running on the strike, are exposed nearly the whole way.

There are no hard rock exposures of any kind on the coast south from the Rivière au Sable (north) for upwards of seventeen miles, or on the Saugeen River so far as we ascended it. The first discovery of such strata in situ, on our route in that direction, was at a point about seven miles nearly S. W. from the mouth of the latter stream, where an outcrop occurs displaying buff-coloured limestone, holding numerous organic remains, of which the forms were frequently replaced by hornstone. The beds were in no case at this place exposed above two feet over the level of the lake, and their approach to horizontality was so near that the eye could scarcely detect a slope. They came out at intervals along the shore, the surface of one bed being sometimes exposed for a considerable distance, and occupied altogether a space of four or five miles, beyond which another concealment occurs, continuing to within three miles of Point Douglass, where yellowish-coloured calcareous sandstone skirts the coast line. Proceeding along the back, towards Point Douglass, we found this sandstone associated with calcareous beds holding a large amount of hornstone, with black bituminous shales and blue and drab-coloured limestones, one bed among which appeared to be hydraulic. The whole of these strata were devoid of fossils, but imperfect crystals of celestine or sulphate of strontian occurred, with quartz and calc spar, lining drusy cavities or cracks in the rock, and numerous imbedded balls of hornstone were met with. A black band overlies the sandstone, and is of a coarse granular texture, appearing to be composed principally of an aggregation of imperfect crystals of calc spar, while the black colour results from the presence of bituminous matter, which exists in greater or less proportion in all the beds. Ascending in the section, which at Point Douglass displays a thickness of twelve feet, thin calcareous beds of a dark brown colour occur, separated by very thin layers of black bituminous shale; and over them the upper part of the cliff is occupied by thin bands of blue limestone, and pale yellowish calcareous beds, sometimes over a foot in thickness, much marked by small brownish lenticular crystals of calc spar. Between two of the beds there is a suture-like division; the two beds when separated present surfaces covered with interfitting tooth-like projections, the sides of which often display a fasciculated columnar structure, and a film of bituminous matter lies between the surfaces, and invests all the projections. One part or another of the non-fossiliferous section thus exposed at Point Douglass continues to occupy the coast to the southward, exhibiting gentle undulations, to a spot about half a

mile beyond the Little Pine Brook, where fossiliferous beds, holding much hornstone, are seen overlying the highest of the strata already mentioned, in detached isolated patches, for upwards of a mile, beyond which no ledge is exposed for upwards of twenty-five miles. Where the line between the Townships of Ashfield and Colborne meets the lake, a little south of Maitland River, ledges come from beneath the high clay cliffs which face the water, and these ledges are seen at intervals along the shore for about a mile. The greatest section exposed does not afford a vertical thickness of more than six feet; the rocks resemble a part of those of Point Douglass; they are destitute of fossils, and consist, in ascending order, of gray calcareous and bituminous sandstones, cherty limestones, brown calcareous beds, striped with thin bituminous shales, and pale yellow calcareous layers, sometimes three feet thick, with lenticular crystals of calc spar, or cavities from which such have disappeared. There occur at the falls on the Ashfield River, about a quarter of a mile above the village, a set of thick-bedded, dark gray calcareous sandstones, and buff-coloured silicious limestones, both holding organic remains, which are more numerous in the latter. Beds similar to those on the Ashfield coast and river, probably a continuation of the same, were observed for the last time in a cliff on the Maitland River, near Goderich.

The corniferous limestone extends over the greater proportion of all the western parts of the peninsula between Lakes Huron and Erie, but thick deposits of drift cover it up throughout the chief portion of the area it occupies. The only exposures of it met with in our excursion, in addition to those already mentioned, near the Saugeen, at Little Pine Brook, and on the Ashfield and Maitland rivers, were at the Malden quarries (Anderdon) near Amherstburgh, where it displays thick beds of a pale yellowish limestone of a bituminous quality, abounding in fossils, and where, in addition to those kinds of remains already mentioned, it holds the bones of fishes.

As it appears probable from what has been said, that the fossiliferous rocks south of the Saugeen, belong to the base of the corniferous limestone, it may be inferred that the whole of the sand and clay covered space between them and the Rivière au Sable (north) is occupied by the gypsiferous group. The upper members alone of which are brought into view on the shore of Lake Huron, and by a series of gentle undulations carried to Point Douglass, and the other parts of the coast to Goderich. When the flatness of the strata, and the thick coating of the superficial arenaceous and argillaceous deposits in those parts of the country, are considered, it is not surprising that the mineral which in other parts renders the formation of economic importance should not

have been met with. But as the district becomes settled and cleared, there is little doubt many fortunate exposures of it will be found between the mouth of the Saugeen and those spots where it is already turned to use on the Grand River. The position there occupied by the available masses of gypsum is in the middle of the formation, and wherever they have been observed in Canada, they are associated with green calcareo-argillaceous shales and thin beds of limestone. Below these shales and limestones, red marls are known to exist in Canada, not far from the Falls of Niagara, and also in New York, where that part of the formation becomes of importance as the salt-bearing rock of Onondaga.

The opinion that the economic masses of gypsum will be found to accompany the formation to which they belong to the coast of Lake Huron, is supported by the fact that such are known to exist in its farther extension on Burnt Island not far northward of Michillimakinac, the rocks constituting the group of islands in the vicinity of which have been asertained to belong to the gypsiferous series; and the value of gypsum in its applications to the soil renders it little doubtful that its presence will have a material effect upon the prosperity of such settlements as may be found to possess available quantities in their vicinity; but as the mineral is distributed in detached and isolated masses, varying greatly in size and extent, and not in continuous sheets among the strata, the discovery of workable parts can only be expected as the result of careful and persevering research, continued for some time.

In addition to gypsum, hydraulic lime is a material of economic value likely to result from this formation; a bed of it at Point Douglass has already been alluded to, which in the experiments tried with it, hardened rapidly under water, after having been burnt and pulverised. Good common material for building purposes, and limestone for burning, are met with in both the gypsiferous and corniferous formation.

In a low cliff on the west side of Cape Ipperwash, or Kettle Point, there is displayed a vertical amount of about twelve to fourteen feet of black bituminous shale, which splits into very thin laminæ, and weathers to a dull lead colour, marked in many places by extensive brown stains from oxyd of iron, while patches of the exterior in such parts as are not washed by the water of the lake are encrusted with a yellowish sulphurous looking powder. Many nodules and crystals of iron pyrites are enclosed in the shales, and many peculiar spherical concretions. On the east side of the Point the upper beds of the section are concealed by debris, but the lower come out from beneath the bank, exposing their surfaces a little above the level of the water, studded by the spherical concretions, over an area of several square acres. The resemblance

these concretions bear in many instances to inverted kettles, has probably been the origin of the name commonly applied to the Point; they are of all sizes, from three inches to three feet in diameter, and while many of them are nearly perfect spheres others are flattened a little, generally on the under side. Sometimes they present one sub-spherical mass on the top of another, the upper of which is smaller than the under, giving a rude resemblance to a huge acorn; the masses split open with facility, both vertically and horizontally, and when double forms occur they are readily divided horizontally. These concretions are all composed of dark gray crystalline limestone, presenting in many cases a confused aggregation of crystals in the centre, from the nucleus formed by which slender elongated prisms radiated very regularly throughout the mass to the circumference. In the nucleus are sometimes met with small disseminated specks of blende, but these were not observed to extend to the radiating prisms, which both in their terminations on the exterior of the sphere, and in their filiform aspect in the radii or fractured surfaces, give the mass very much the semblance of a fossil coral, for which it might readily be mistaken.

The whole of the beach where these bituminous shales occur, appears to have been overrun by fire, which is rumoured by the Indians and others acquainted with that section of country, to have originated spontaneously, and to have continued burning for several consecutive years. That rocks containing so much bituminous matter, once ignited, should not cease to burn for months or even years is very probable; but it is difficult to ascertain satisfactorily whether the fire was the result of natural causes or of accident. Spontaneous combustion is known to be of frequent occurrence near collieries, where bituminous shale is thrown up in heaps as refuse resulting from the working of the coal, when the shale is of a crumbling nature, and is accompanied by iron pyrites, a mineral present in most coal seams. In the case of Kettle Point the same materials, bituminous shale and pyrites, are present together, and it is not unreasonable to suppose that their action on one another may have originated the ignition. We observed that on digging a foot deep or more into the shingle, a faint and almost colourless vapour immediately arose from the opening, which, gradually increasing in volume and density, in the space of two or three minutes became a distinct smoke, emitting an odour very similar to that produced by the combustion of a sulphurous coal, and evolving at the same time a considerable heat. The shingle of the beach, which is almost exclusively derived from the formation, is of a bright red colour wherever the fire has extended, the bituminous matter having entirely disappeared.

The black colour and inflammable nature of the bituminous shales of Kettle Point have suggested to some persons, as in the case of the bituminous shales of the Utica slate in other parts of the Province, the possibility of their proximity to available coal seams. But the formation to which they belong is well known in the State of New York, where useless and expensive experiments were made in it, before the institution of the State Geological Survey, in a vain search for mineral fuel; the formation has the name of the Hamilton group, at the base and at the summit of which there are black bituminous shales, in the former case called the Marcellus, and in the latter the Genessee slate, either of them corresponding with the general condition of the Kettle Point shales: but between the Hamilton group and the coal areas south-east of Lake Erie on the one hand, and north-west of Lake St. Clair on the other, there occurs an important group of sandstones (called the Chemuing and Portage group); no trace of these sandstones, any more than of the Carboniferous group, has yet been met with in Western Canada.

A great accumulation of drift was observed on the margin of the lake and on the banks of the rivers, south of the Rivière au Sable (north) consisting of clay, gravel, sand and boulders. Allusion has already been made to their distribution on the coast, and from this they extend into the interior, and cover the greater part of the country between Lakes Erie and Huron. The clay in the cliffs overlooking the latter was found to be very calcareous, containing sometimes so much as thirty per cent of carbonate of lime, and constituting a rich marl, which would be of advantageous application in an agricultural point of view, to the sandy portions of the district. The clay often contains numerous pebbles and boulders of limestone, quartz, granite and allied species derived from the ruins of rocks similar to those found in place in one part or other of the shore around the lake. Those of limestone were often discovered to hold fossils peculiar to the corniferous formation, especially in the Township of Plympton, where they were numerous but usually water-worn. The sands met with on the coast consisted of fine grains of white quartz; equally fine grains of mica, feldspar and limestone were distributed in smaller proportions, and a slightly ferruginous mixture gives it a pale yellow colour.

The strong calcareous quality of the clay which would give it value as a manure, renders it unfit for bricks or pottery. But clays suited for such purposes are found in abundance in some parts of the interior.

Such brooks and rivulets as issue from marshes or swamps, often give indications of iron ochre, or bog-iron ore, by ferruginous incrustations on the bottom.

The Spanish River joins Lake Huron in latitude 46° 12′ N. longitude 82° 27′ W. from Greenwich, falling into an extensive and beautiful bay, land-locked by islands and projecting points from the main land. A bold and elevated promontory, connected with the main by a long narrow isthmus, in some parts not over five chains across, separates the bay from the body of the lake, the communication to the eastward being through a narrow but deep channel, called the Petit Detroit, between the southern extremity of the peninsula, and the eastern end of a large island, the north coast of which, stretching to westward, runs nearly parallel to the general trend of the main shore.

Our measurements of the Spanish River commenced at a point on the north side of the bay at its mouth, bearing about north by east from the Petit Detroit, with a distance, following round the headlands, of about three miles, or about two and a half miles in a straight line. The total distance measured along the course of the river, following all its sinuosities, was a little under sixty miles.

The course of the stream above the termination of our measurements is represented by the Indians to be nearly due west for about sixteen or eighteen miles, and then turning abruptly north, to maintain a northerly bearing for a long distance into the interior, where it takes its origin from two large lakes.

Four important tributaries were met with in our ascent, the two lower flowing in from the north on the right bank; the two higher from the west on the left; and in addition to the water derived from these, a large supply is poured in from numerous rivulets and brooks, some of which are streams of considerable size.

For two miles at the mouth, the river is on the average half a mile wide, but the space is much silted up by alluvial deposit, bearing a luxuriant growth of reeds and other aquatic plants—and through the marsh thus formed, numerous narrow channels exist, some of which are deep enough to float vessels drawing five feet of water. Just above this the breadth contracts to six chains, but expanding again a little higher up, the next ten miles maintain a breadth of between ten and thirty chains, including a number of islands, which altogether occupy a considerable area in that part of the stream. In this distance the water is so still that no current is perceptible. The current is first observed in the succeeding course; it increases in velocity to the lowest of the four principal tributaries mentioned, which is called the Rivière au Sable; and about four miles above this tributary the main stream becomes rapid, and a strong current is felt in the ascent for about a mile. Just below the first tributary the breadth of the river is nine chains, and above the second it is five chains, which it maintains to a

point thirty miles and a half from its mouth. To this point the river is navigable for craft not drawing over five feet, the only difficulty being in the mile of rapid water four miles above the Rivière au Sable, through which, however, we found little difficulty in paddling our canoes. Farther ascent is interrupted by a rocky step in the valley, over which a beautiful sheet of water is precipitated in a fall of twenty-seven feet, including the rapid immediately at its foot. In addition to this fall, four others were met with in our ascent, at each of which it was necessary to make a *portage;* strong rapids likewise occurred occasionally, and the stream was found to run swiftly from the lowest fall to the highest point we reached, where the breadth was about three chains. The following table shows the heights of the falls, and their distances in miles and chains, as measured along the course of the river from our starting point at the mouth:—

	Miles.	Chains.	Height in feet.
1st cascade	30	43	27
2nd "	34	67	20
3rd "	43	31	20
4th "	50	38	50
5th "	51	2	10
Total height.....			127

To which may be added as an allowance for the rise in those parts navigable to our canoes,—

	Ft.	In.
Rise in thirteen miles, at two inches per mile, say..	2	3
Rise in seventeen miles, at four inches per mile ...	5	9
Rise in thirty miles, at six inches per mile.....	15	0

Making a total height at the end of the measured distance over the level of Lake Huron of one hundred and fifty feet.

The total distance measured on the Rivière au Sable, following all the windings of its tortuous course, was rather over seven and a half miles, at the end of which its breadth was about two chains. This tributary is said to take its rise at a great distance to the north-westward of the point we reached, in that part of the country which holds the sources of the Mississagui, and not far from Green Lake, passing in its course to the northward of all the waters of the Serpent River, and it is reputed to be very rapid and difficult to navigate in canoes, though as we were informed, these have occasionally proceeded by stream to Green Lake; but, in consequence of the number and length of the portages and other difficulties, the route is seldom followed. Within the limits of the portion we scaled, there are no less than ten falls, the total

height of which amounts, according to our estimate, to two hundred and two feet, besides several strong rapids.

The second tributary is not accessible to canoes, its channel being obstructed by fallen, drifted trees, but we were enabled to reach a considerable lake, through which it flows, by following a portage used by the Indians as part of a short route to the ultimate northerly bend on the main river, sixteen to eighteen miles above our measurements.

The third tributary is said to take its rise near White Fish Lake, a considerable distance to the eastward, and at its junction with the main stream has nearly as great a breadth, being rather over three chains across; the Indians report it to be navigable for canoes for a long distance. According to the description given by them, the fourth tributary flows from a lake at no great distance to the eastward of the main stream, at its confluence with which it is a chain wide.

A portage route is established by the Indians across the mainland from the Spanish River to La Cloche. The northern end is on a small brook which flows into the river at the eastern extremity of the first stated course; this brook is ascended for a short distance, and beyond it two lakes are crossed, which, with the carrying places, complete the route. The total distance in a straight line from the main river to La Cloche is four miles twenty-six chains, but pursuing the travelled track it is four miles thirty-nine chains.

The two lakes occurring on the route, which may be called Great and Little La Cloche Lakes, were topographically surveyed. The smaller or northern one conforms in some degree to the bend in the Spanish River. Its length is one hundred and forty chains, and its breadth, which swells out a little at each end, is on the average about twenty chains; the whole area is about two hundred and eighty square acres. Both sides are bold and rocky, but the two ends are low and marshy; the land around is altogether a good deal broken, the highest parts attaining an altitude of two hundred to three hundred feet, but it is heavily wooded with pine, hemlock, beech, elm, birch, and other kinds of trees.

The southern or Great La Cloche Lake is divided eastwardly into two long arms, by the intervention of a mountainous peninsula, and westwardly into two short corresponding arms or bays, the north and south parts being joined by a strait between the two opposite dividing promontories. The whole superficies of the lake is two thousand six hundred and sixty-one square acres, or a little over four square miles. A sluggish stream running nearly direct east through a wide marsh, connects the Little with the Great Lake.

A large proportion of the northern shore of Great La Cloche Lake is low and marshy, and this is likewise the case in the bays at the extremities of the various arms; but with these exceptions the whole of its contour is bold, precipitous, and rocky. The La Cloche Mountains, as they are called, rise up to the height of four hundred feet or more, between the southern division of Great La Cloche Lake and the coast of Lake Huron, which run nearly parallel to one another, and the mountains present their more abrupt side to the south; another range of hills similar in character, although not so elevated, separates the southern and northern divisions of Great La Cloche Lake, and presents its more abrupt side to the north. To the eastward these two ranges seem to run into one, around the head of the southern division, but westward they continue nearly parallel for about two miles beyond the lake, where they die down to the ordinary level of the country. About four miles farther west, however, immediately over the eastern part of the island channel, topographically surveyed on Lake Huron, a group of high steep and picturesque hills, again presents itself, which preserves a mountainous character for about two miles, and thence extends in a ridge running westward to the bay near the entrance of the Spanish River. At the base of these ranges, particularly on the south side, the land is of good quality, yielding a stout growth of pine, hemlock, beech, maple, oak, elm and ash; the hills themselves, however, are either scantily covered with diminutive evergreens, principally pitch pine, or are perfectly bare. The dazzling whiteness of the quartz rock of these mountains, their sharp, broken and irregular outline, and their rugged and precipitous sides, dotted here and there with groves, whether seen in combination with the waters of Lake Huron, or those of the interior lakes, serve to render the scenery around La Cloche singularly picturesque and beautiful.

The country bordering on that part of the Spanish River which is above the first or lowest waterfall is broken and rugged, though not mountainous. The hills seldom attain a height over three hundred feet, but the banks of the river itself are frequently bold, precipitous and rocky, particularly in the vicinity of the various falls. At the great fall, which is the fourth in succession, a picturesque and imposing ruggedness prevails. A ridge of smoothly polished bare rock rises in rounded knobs, so steep in places as to be inaccessible, obstructing the south-eastern flow of the river, and splitting it into two parts, of which one turns a little to the northward of east, while the other is deflected to a precisely opposite course. The latter, after running above a quarter of a mile, is thrown in a beautiful cascade over a precipice thirty feet high, and then turning abruptly to the eastward, rushes violently for thirty chains in that direction, falling in a vertical sheet over three successive steps,

of five feet each, when it is again united to the other division of the stream in a wide pool of nearly still water. In the immediate vicinity of this and the other falls, and on the tops of the hills, the rocks are either bare or clothed only in spots by dwarfish stunted evergreens, but the country generally above the lowest cascade, is covered by a dense forest, consisting principally of the red and white pine. That part of the river which is below this cascade frequently presents high and steep banks, but these are seldom rocky. They are composed chiefly of sand, resting on a close retentive clay, rising sometimes to the height of fifty or sixty feet; and it was evident that, in some parts, undermined by the action of the stream during freshets, masses of these deposits of considerable extent have been precipitated into the river by land slips. Much of the country for some distance back from the north side of the river, in that part between the second and third tributary, is flat or rolling, and is almost everywhere covered with a luxuriant growth of fine red and white pine. Following the portage to the lake on the second tributary, we found this character obtain for a breadth of about three miles, but farther on, the country became broken and rugged, and the timber perceptibly diminished in size and diversity all the way to the lake, where it was small, scattered, and comparatively valueless, being principally pitch pine. The change occurs in the vicinity of the falls on this tributary already mentioned; approaching them, a nearly vertical precipice is seen to rise abruptly to the height of two hundred or three hundred feet; it faces south-east and broken by the gorge through which the tributary issues, constitutes one side of a valley transverse to that of the stream. This transverse valley is a geological boundary, and the difference which exists in the character of the vegetable covering of the country on each side of it, is no less obvious than that in the mineral quality of the rocks. In the district between the second tributary and the Rivière au Sable, the surface back from the river is more broken than that higher up, and it appears very rugged on the latter tributary. It nevertheless continues to abound in fine pine timber, until the indigenous produce is affected by the same geological change as before, which here occurs at the western turn in the stream. In some of the hollows and valleys, however, connected with this western part, several groves of good sized red pine were seen, although on the whole undoubtedly inferior to those nearer the main river. For three miles below the mouth of the Au Sable tributary, a beautiful growth of pine envelops both sides of the river; but further down, especially on the south side, the land is bare, rocky and barren, the timber stunted and scattered, and large tracts have been overrun by fire. At the Indian settlement, on the south bank of the stream, about six miles above the

mouth, and at other parts where there are alluvial flats, the land produces some good hard timber, and when cultivated, yields excellent crops of Indian corn; but on the whole, the soil is light and sandy.

The extent and value of the pine forest in this region, the facility offered by the river for navigation, the water power to be found on the main stream and all its tributaries, and the capabilities of the soil for raising most of the necessaries of life, all tend to indicate a probability that it is destined, at some future period, to become of commercial importance to the Province.

The Wallace Mine is situated on the coast of Lake Huron, about sixteen miles east from the Hudson's Bay Company's post, and one mile west from the entrance to White Fish River, (called La Cloche River in the first edition of the map of Bouchette, Jr.;) the front of the location on which it is situated forms part of the north side of a great bay, bounded on the east and south by a long and bold peninsula of the main land, crowded with groups of various sized islands, affording ample shelter under any circumstances for vessels of every class, while excellent boat harbours abound in the creeks and coves which indent the main shore. The mouth of the White Fish River affords a good harbour, with a sufficient depth of water, for the admission of most of such vessels as at present navigate the lake, and boats drawing three feet can ascend the stream nearly a mile, beyond which, contracted to a very inconsiderable breadth between rocky precipices, and thrown over a step of thirty feet in a cascade, which would afford an admirable mill site, it permits no farther progress.

The general character of the country in the vicinity is rugged and broken; rocky ridges and knolls rise over alluvial flats and interval lands on the coast; and advancing about a mile and a half in a northerly direction, a continuation of La Cloche mountains rises abruptly to a high elevation, stated in Captain Bayfield's chart to be seven hundred feet above the level of the lake. The land on each side of the White Fish River below the falls, appears to be of good quality, bearing a growth of stout maple and other hard wood trees, intermingled with pines of good size. The flats and hollows between the ridges are frequently marshy, but among them spots are frequenty found well fitted for cultivation, which may hereafter become of considerable importance.

Counties of
LINCOLN, HALDIMAND, WELLAND,
WENTWORTH AND HALTON.
Toronto. Thomas Maclear.
Boundaries of Counties
do of Townships
Roads
Plank and Macadamised Roads
Canals
Scale of Miles
LAKE ONTARIO
LAKE ERIE
ESQUESING
NASSAGAWEYA
TRAFALGAR
NELSON
FLAMBOROUGH
WEST
EAST
BEVERLY
DUMFRIES
BARTON
GLANFORD
GRIMSBY
BINBROOK
SALTFLEET
CLINTON
GRANTHAM
NIAGARA
STAMFORD
THOROLD
PELHAM
CROWLAND
WILLOUGHBY
Grand Island
CAISTOR
GAINSBORO
TUSCARORA
SENECA
ONEIDA
ONONDAGO
BRANTFORD
CANBORO
MOULTON
DUNN
HUMBER
STONE
BERTIE
WALPOLE
RAINHAM
HALDIMAND
SHERBROOKE
Hamilton
Burlington Bay
Dundas
Flamborough
Waterdown
Port Nelson
Wellington Sq.re
Bronte
Oakville
Hannahsville
Ashgrove
Horsby
Norval
Stewart Town
Georgetown
Williamsburg
Galt
Ancaster
Stoney Ck.
Grimsby
Beamsville
Jordan
St. Catharines
Port Dalhousie
Niagara
Queenston
Lewiston
St. Davids
Thorold
Stamford
Drummondville
Falls of Niagara
Chippewa
Allanburgh
St. Johns
Smithville
Gainsborough
Caledonia
Seneca
Grand River
York
Indiana
Cayuga
Dunnville
Haldimand
Welland
Welland Canal
Welland River
Chippewa or Welland River
Port Robinson
Fonthill
Riceville
Merrittsville
Humberport
Wellandport
Rainham
Nanticoke
Port Dover
Port Colborne
Petersburgh
Sugar Loaf Point
Point Abino
Fort Erie
Buffalo
Niagara River
Mount Pleasant
Mohawk
Brantford
Onondaga
Grand River Rail Road
Western Rail Road
Governors Road
Toronto Street
Plank Road
Circle
Locks Mills

LINCOLN, HALDIMAND, AND WELLAND.

These Counties, lately forming the Niagara District, comprise the following townships:—Lincoln contains Caistor, Clinton, Gainsborough, Grantham, Grimsby, Louth, and Niagara; Haldimand contains Canboro', North and South Cayuga, Dunn, Moulton, Sherbrooke, Seneca, Oneida, Rainham, and Walpole; Welland contains Bertie, Crowland, Humberstone, Pelham, Stamford, Thorold, Wainfleet, and Willoughby.

According to the Government returns, these counties contain, of surveyed land, five hundred and sixty-four thousand one hundred acres—twenty-five thousand four hundred and fifty of which were Clergy Reserves; of these, five hundred and thirty-seven thousand five hundred and eighty acres had been granted or appropriated—leaving vacant one thousand and seventy acres, besides Indian lands.

From a return made to, and by order of the Niagara District Council, in February, eighteen hundred and forty-eight, it appears that the actual quantity of land contained in the three counties, (leaving out Seneca and Oneida, the quantity in which had not been computed,) is six hundred and fifty-three thousand one hundred and eighty-three acres. The townships of Seneca and Oneida would probably add sixty thousand acres more to the amount.

Caistor commenced settling in seventeen hundred and eighty-two; Bertie, Willoughby, Stamford, and Grantham, in seventeen hundred and eighty-four; Humberstone, Grimsby and Louth, in seventeen hundred and eighty-seven; Thorold and Crowland, in seventeen hundred and eighty eight; Pelham, in seventeen hundred and ninety; Wainfleet in eighteen hundred; and Canboro', in eighteen hundred and three.

According to the reports furnished to Mr. Gourlay, in eighteen hundred and seventeen, the Niagara District at that time contained about twelve thousand five hundred and forty inhabitants; in eighteen hundred and twenty-four, the number had increased to seventeen thousand five hundred and fifty-two; in eighteen hundred and thirty-four, to twenty-seven thousand three hundred and forty-seven; in eighteen hundred and thirty-nine, to twenty-nine thousand nine hundred and fifty-three; and in eighteen hundred and forty-eight, to thirty-six thousand five hundred and thirty-four.

The Niagara District has been long settled, and portions of it have frequently been the sites of military operations: first, during its early settlement, between the French and the Indians, then between the French and English; during the American revolutionary war, the war of eighteen hundred and twelve, and lastly, during the Canadian rebellion. All these causes have doubtless had considerable influence in retarding its settlement and improvement—many timid persons shunning a residence in a region, a portion of which is in such close proximity to a foreign country, lest, in the event of, at any future time, hostilities breaking out between the United States and England, they might be sufferers either in person or property, or perhaps in both.

The Niagara river was early visited by the French invaders, and in sixteen hundred and seventy-nine M. de Sale enclosed a spot of ground on the Niagara territory with stockades, intended for a fort, and in the same year Father Hennepin published an account of the cataract.

In seventeen hundred and fifty-nine, Niagara fort was captured by Sir William Johnston, and on the eighth of September, seventeen hundred and sixty, Canada was surrendered to the British.

After the breaking out of the last American war, the Niagara District was frequently the scene of military operations. On the ninth of October, eighteen hundred and twelve, the armed brig Detroit, which had been taken a short time previously at Detroit, and the brig Caledonia, laden with furs belonging to the North-west Company, which had arrived the day before with American prisoners, were boarded opposite Fort Erie by a large party of the enemy; they succeeded in cutting out the vessels, which drifted towards the American shore. The Caledonia grounded at Black Rock, and the Detroit upon Squaw Island. The crews, after a severe contest, were made prisoners. At night a party of men from Fort Erie succeeded in boarding the Detroit, and blowing her up. In the morning of the thirteenth of October, the American forces were concentrated at Lewiston, for the purpose of making an attack upon Queenston, and the troops embarked under cover of a battery of two eighteen and two six pounders; a brisk fire was immediately opened upon them from the Canadian side, by the troops and from three batteries. The first division, under Col. Van Ransalaer, effected a landing under the heights a little above Queenston, and mounting the bank, attacked and carried a battery, and dislodged the Light Company of the Forty-ninth Regiment. The enemy in the mean time continued crossing, and notwithstanding a discharge of artillery which destroyed several of their boats, managed to effect a landing close to Queenston, where they were opposed by the grenadiers of the Forty-ninth, and the York Volunteer Militia. The British troops being overwhelmed by numbers, were compelled to retire.

General Brock, who was at the time at Niagara, hearing the noise of the engagement, started for the field of battle, and having rallied the grenadiers, was leading them to the attack, when he received a musket ball in the breast, which almost immediately proved fatal. In the mean time the light company, supported by a party of the militia, returned to the charge and attempted to drive the enemy from the heights; the Americans, however, adopted their favourite mode of fighting, by posting themselves behind trees. The British forces finding a regular charge would have no effect upon such combatants, followed their example, and a brisk but desultory fire was kept up for some time. The British forces being inferior in numbers, were at length compelled to retreat, and leave the enemy in possession of the heights. General Sheaffe shortly afterwards arrived with three hundred men of the Forty-first Regiment, two companies of militia, and two hundred and fifty Indians. Some troops from Chippewa increased the number to above eight hundred men, with which the General proceeded to ascend the heights on which the Americans were posted. The Indians being more active than the soldiers, first mounted the hill, but were repulsed and driven back. The British troops advanced, and setting up a shout, which was accompanied with the terrific war-whoop of the Indians, the enemy was panic-struck and fled in all directions. A great slaughter ensued, till at length a flag of truce was presented, and the remainder of the party surrendered themselves prisoners of war. The enemy's loss in killed, wounded, missing and prisoners, amounted to more than fifteen hundred men.

On the morning of the twenty eighth November, the Americans effected a landing on the British side, at the upper end of Grand Island, between Fort Erie and Chippewa. Their force consisted of fourteen boats, containing about thirty men each, who were met by Lieutenant King of the Royal Artillery, and Lieutenants Lamont and Bartley, with a detachment of the Forty-ninth, amounting to sixty five men. Lieutenants King and Lamont were wounded, and their small force, being opposed by superior numbers, was compelled to give way; previous to which however they managed to spike the guns so as to render them useless to the enemy. Lieutenants King and Lamont, with about thirty men, were taken prisoners and sent across the river. Lieutenant Bartley, in the meantime, after a resistance which reduced his force to seventeen men, was compelled to retreat. The boats on their return to the American side, left Captain King, Aide-de-Camp to the American General, with a few officers and about forty men on the British side, who, being pursued down the shore of the river by Major Ormsby, from Fort Erie, were speedily made prisoners. At about seven o'clock in the morning another division of eighteen boats was seen advancing to effect a landing two miles lower

down the river. Colonel Bishopp having upon the first alarm moved up from Chippewa, formed a junction with Major Ormsby, and having now a force of nearly eleven hundred men, consisting of detachments of the Forty-first, Forty-ninth, and Royal Newfoundland Regiments, with a body of militia under Lieutenant-Colonel Clark and Major Hall, and some Indians, waited the approach of the enemy. A steady and effectual fire was opened upon them, both from musketry and a six-pounder, which destroyed two of their boats, threw the remainder into confusion, and compelled them to take flight. The enemy during part of the day made a display of their force on their own side of the river, but perceiving that the British troops had unspiked and remounted the guns which had fallen into their hands in the morning, (and which they had not taken the precaution of removing, or sinking in the river as they might have done), they, with the view of gaining time to effect a retreat, sent over a flag to Colonel Bishopp to demand the surrender of Fort Erie, but were told to "come and take it," an enterprise which they were not inclined to attempt.

In the following April, (eighteen hundred and thirteen), the Americans landed and took possession of the town of York, after which they sailed for Niagara. Having landed their troops at Niagara, they returned to Sackett's Harbour for reinforcements, and on the twenty-fifth of May their whole fleet, proceeding by detachments, again assembled at Niagara, ready for an attack upon Fort George. Early in the morning of the twenty-seventh of May, Commodore Chauncey and General Dearborn commenced a combined attack upon that Fort, having previously, on the twenty-fourth and twenty-fifth, materially injured the works by a cannonade from their ships and batteries. A body of about eight hundred riflemen, under Colonel Scott, landed near the two-mile Creek, while the vessels of the fleet ranged themselves in the form of a crescent, extending from the north of the lighthouse to the Two-mile Creek, so as to enfilade the British batteries by a cross fire. The riflemen after forming and ascending the bank were met by the British, and compelled to give way in disorder, and return to the beach, from whence they kept up a smart fire under cover of the bank. In the meantime another body of upwards of two thousand men, under the direction of General Lewis, made a landing and formed on the beach, under cover of a tremendous cannonade of round shot, and showers of grape and canister from the fleet, that swept the adjacent plain and compelled the British to retire. General Vincent finding the works torn to pieces by the enemy's artillery and no longer tenable, caused the fort to be dismantled, and the magazine to be blown up, and retreated to Queenston, leaving the Americans to take possession of the ruins of the fort. General Vincent, on the ensuing

day, having collected the whole of the forces from Chippewa and Fort Erie, and destroyed or rendered useless the posts and stores along that frontier, commenced his retreat towards Burlington heights. Immediately after the capture of Fort George, General Dearborn pushed forward a body of three thousand infantry, with nine field pieces and two hundred and fifty cavalry, as far as the Forty-mile Creek, for the purpose of dislodging General Vincent, or to prevent a junction of his forces with those of General Proctor. On the fifth of June, General Vincent was apprised of the advance of the enemy by the retreat of his advanced picquets from Stoney Creek. Lieutenant-Colonel Harvey immediately moved forward with the light companies of the Eighth and Forty-ninth Regiments for the purpose of reconnoitring, and proposed to General Vincent an attack upon the enemy's camp during the night. The General approved of the enterprise, and about eleven o'clock at night moved with the Forty-ninth Regiment, and a part of the Eighth, his whole force, which amounted to little more than seven hundred men, towards the American position. Lieutenant-Colonel Harvey led the attack and succeeded in surprising the enemy in the midst of his camp. Two Brigadier-Generals, Chandler and Winder, seven other officers, one hundred and sixteen men, with three guns, one brass howitzer and three tumbrils, fell into the hands of the British by this brilliant and intrepid action. The troops were ordered to retreat before daylight, in order to conceal from the enemy the paucity of their strength. The Americans, finding at sunrise that the British troops had retire l, re-entered their camp, and having destroyed all their encumbrances, commenced a retreat to Forty-mile Creek, ten miles from the scene of action, where they were reinforced on the following day by General Lewis.

On the evening of the seventh, the British fleet made its appearance, and on the following morning approached the shore, and after firing a few shots at the enemy, summoned them to surrender. This was refused by the officer in command, who commenced a retreat to Fort George, while the British forces followed on their heels and harassed their retreat. Twelve of their batteaux, accompanying the army on its retreat, fell into the hands of the British.

On the twenty-eighth of June, a party of about six hundred of the enemy, under Lieutenant-Colonel Boerstler, who had been despatched the preceding day by General Dearborn by way of Queenston, for the purpose of dislodging a detachment of British troops posted at the Beaver Dams, were surprised on their route by a party of Indians, under Captain Kerr. Lieutenant Fitzgibbon, of the Forty-ninth, coming up shortly afterwards with a small party of forty-six men, the American forces, after some skirmishing, believing they were surrounded by a con-

siderable body of troops, surrendered themselves prisoners of war. Two field pieces and a stand of colours fell into the possession of the British. The Americans, by these successes of the British, were compelled to confine themselves to Fort George and its vicinity, and before the first of July, the British had formed a line extending from Twelve-mile Creek on Lake Ontario, across to Queenston. From Chippewa a descent was made on the American fort, Schlosser, during the night of the fourth of July, by a small party of militia and soldiers, under Lieutenant-Colonel Clark, who surprised the post, and brought away a brass six-pounder, upwards of fifty stand of arms, a small quantity of stores, a gun-boat and two batteaux.

Lieutenant-Colonel Bishopp, who lately held the command at Fort Erie, crossed over at daybreak on the morning of the eleventh of July, with two hundred and forty men, consisting of a small party of militia, and detachments of the Eighth, Forty-first and Forty-ninth Regiments, and surprised the American post at Black Rock, where they burnt the block-houses, stores, barracks, dock-yards and a vessel; but while occupied in securing the stores, the enemy, under cover of the surrounding woods, opened a fire which compelled the British to hasten their retreat, with the loss of thirteen men killed, and a considerable number wounded, Lieutenant-Colonel Bishopp mortally. Seven pieces of ordnance, two hundred stand of arms, and a great quantity of stores were the fruits of this expedition.

Early in December, Major-General de Rottenburgh was succeeded in the command of Upper Canada by Lieutenant-General Drummond, who proceeded from Kingston to the head of the Lake, with the intention of regaining possession of Fort George. General McClure, who, on the breaking up of the investment of Fort George, had issued a proclamation, in which he affected to consider Upper Canada as abandoned by the British army, and offered the friendship and protection of his government to the Province, on the approach of the British under Colonel Murray, precipitately evacuated the post on the twelfth of December, and retreated across the Niagara, having previously set fire to the village of Newark, (now Niagara,) containing about one hundred and fifty houses, which were reduced to ashes. The British troops, under the command of Colonel Murray, immediately occupied Fort George, and in retaliation for the wanton and barbarous conduct of the Americans in destroying Newark, the British commander determined upon carrying the war into the enemy's country, and reducing the places along the coast.

The first place attacked was the American fort, Niagara, which was captured, with a loss to the enemy of sixty-seven killed and twelve wounded; and upwards of three hundred prisoners, with a large quan-

tity of commissariat stores, about three thousand stand of arms, a number of rifles, and several pieces of ordnance fell into the hands of the British. Major-General Riall immediately followed up this success by marching upon Lewiston, where a force had been collected with the express intention of destroying the town of Queenston; on his approach the Americans abandoned their position, leaving two guns, with a quantity of stores and small arms, which were taken by the British, and Lewiston, Manchester and the adjacent country were laid in ruins. The next position taken was that at Black Rock, which was attacked by the troops under Major-General Riall, and after an obstinate resistance, the enemy were compelled to give away, leaving behind them a twenty-four-pounder, three twelve-pounders and a nine-pounder. From Black Rock the fugitives were pursued to the town of Buffalo, where they rallied and attempted to oppose the advance of the British, but soon fled in every direction, leaving a brass field-piece, an iron eighteen, and one six-pounder. Buffalo and Black Rock were, in retaliation for the destruction of Newark, set on fire and reduced to ashes. And three vessels of the enemy's lake squadron, which were lying a little below the town, were also destroyed.

Nothing of any consequence occurred on this portion of the frontier till the following year, when the American forces, about the end of June, were collected at Buffalo, Black Rock, and other places along the coast, waiting for the co-operation of the squadron on Lake Ontario to invade Upper Canada. On the morning of the third of July, the enemy effected a landing at two points above and below Fort Erie, each about a mile distant. The fort had beon left in the charge of Major Buck, with a small detachment of about seventy men, and on the approach of the American forces it was given up without even a show of resistance.—After taking possession of the post the Americans marched to the neighbourhood of Chippewa, for the purpose of taking that town, when General Riall, with his troops, hastened to the rescue. The enemy had much the advantage in numbers, and after a long and severe contest General Riall judged it advisable to retreat; he accordingly fell back upon Chippewa, and after throwing detachments into Forts George, Niagara and Mississaga, retired to the Twenty-mile Creek. The enemy advanced as far as Queenston, which he occupied, and afterwards made his appearance before Forts George and Mississaga, but finding those forts likely to be stoutly defended, he fell back again upon Queenston; and on the twenty-fifty of July retreated with his whole force to Chippewa, having previously set fire to the village of St. Davids. General Riall followed in pursuit. The following description of the battle which

ensued, called "the battle of Lundy's Lane," is extracted from the official despatch of General Drummond:

"I embarked on board His Majesty's schooner Netly, at York, on Sunday evening, the 24th instant, and reached Niagara at day-break the following morning. Finding from Lieutenant-Colonel Tucker, that Major-General Riall was understood to be moving towards the Falls of Niagara, to support the advance of his division, which he had pushed on to that place, on the preceding evening, I ordered Lieutenant-Colonel Morrison, with the Eighty-ninth Regiment, and a detachment of the Royals and King's, drawn from Forts George and Mississaga, to proceed to the same point, in order that with the united force I might act against the enemy on my arrival, if it should be found expedient. I ordered Lieutenant-Colonel Tucker, at the same time, to proceed on the right bank of the river, with three hundred of the Forty-First, and about two hundred of the Royal Scots, and a body of Indian warriors, supported on the river by a party of armed seamen, under Captain Dobbs, R. N. The object of this movement was to disperse or capture a body of the enemy, which was encamped at Lewiston. Some unavoidable delay having occurred in the march of the troops up the right bank, the enemy had moved off previous to Lieutenant-Colonel Tucker's arrival.

"Having refreshed the troops at Queenston, and having brought across the Forty-first, Royals and Indians, I sent back the Forty-first and Hundredth regiments to form the garrisons of the forts, and moved with the Eighty-ninth, and detachments of the Royals and King's, and light company of the Forty-first, in all about eight hundred men, to join Major-General Riall's division at the Falls.

"When arrived within a few miles of that position, I met a report from Major-General Riall that the enemy was advancing in great force. I immediately pushed on, and joined the head of Lieutenant-Colonel Morrison's column, just as it reached the road leading towards the Beaver Dam, over the summit of the hill at Lundy's Lane. Instead of the whole of Major-General Riall's division, which I expected to find occupying this position, I found it almost all in the occupation of the enemy, whose columns were within six hundred yards of the top of the hill, and the surrounding woods filled with his light troops. The advance of Major-General Riall's division, consisting of the Glengarry light infantry and incorporated militia, having commenced their retreat upon Fort George, I countermanded these corps, and formed the Eighty-ninth and the Royal Scots and Forty-first light companies in the rear of the hill, their left resting on the great road; my two twenty-four pounder brass field guns a little advanced in front of the centre on the summit of the hill; the Glengarry light infantry on the right, the battalion of incorporated

Militia, and the detachment of the King's Regiment on the left of the great road; the squadron of Nineteenth Light Dragoons in the rear of the left, on the road. I had scarcely completed this formation, when the whole front was warmly and closely engaged. The enemy's principal efforts were directed against our left and centre. After repeated attacks, the troops on the left were partially forced back, and the enemy gained a momentary possession of the road. This gave him, however, no material advantage, as the troops which had been forced back formed in the rear of the Eighty-ninth Regiment, fronting the road and securing the flank. It was during this short interval that Major-General Riall, having received a severe wound, was intercepted as he was passing to the rear by a party of the enemy's cavalry and made prisoner. In the centre, the repeated and determined attacks of the enemy, were met by the Eighty-ninth Regiment, the detachments of the Royals and King's, and the light company of the Forty-first Regiment, with the most perfect steadiness and intrepid gallantry, and the enemy was constantly repulsed with very heavy loss. In so determined a manner were these attacks directed against our guns, that our artillerymen were bayoneted in the act of loading, and the muzzles of the enemy's guns were advanced within a few yards of ours. The darkness of the night, during this extraordinary conflict, occasioned several uncommon incidents: our troops having for a moment been pushed back, some of our guns remained for a few minutes in the enemy's hands; they were, however, not only quickly recovered, but the two pieces, a six-pounder, and a five and a half-inch howitzer, which the enemy had brought up, were captured by us, together with several tumbrils; and in limbering up our guns, at one period, one of the enemy's six-pounders was put by mistake upon a limber of ours, and one of our six-pounders limbered on one of his; by which means the pieces were exchanged; and thus, though we captured two of his guns, yet as he obtained one of ours, we have gained only one gun.

"About nine o'clock, the action having commenced at six, there was a short intermission of firing, during which it appears the enemy was employed in bringing up the whole of his remaining force, and he shortly afterwards renewed his attack, with fresh troops, but was every where repulsed, with equal gallantry and success. About this period the remainder of Major-General Riall's division which had been ordered to retire on the advance of the enemy, consisting of the Hundred and Third Regiment, under Colonel Scott; the head-quarter division of the Royal Scots, the head-quarter division of the Eighth, flank companies of the Hundred and Fourth, some detachments of militia, under Lieutenant-

Colonel Hamilton, Inspecting Field-Officer, joined the troops engaged. The enemy's efforts to carry the hill were continued until about midnight, when he had suffered so severely from the superior steadiness and discipline of His Majesty's troops, that he gave up the contest, and retreated with great precipitation to his camp, beyond the Chippewa. On the following day he abandoned his camp, threw the greatest part of his baggage, camp-equipage and provisions into the rapids; and, having set fire to Street's mills and destroyed the bridge at Chippewa, continued his retreat in great disorder towards Fort Erie. My light troops, cavalry and Indians are detached in pursuit, and to harass his retreat.

"The loss sustained by the enemy in this severe action, cannot be estimated at less than fifteen hundred men, including several hundred prisoners left in our hands; his two commanding Generals, Brown and Scott, are said to be wounded; his whole force, which has never been rated at less than five thousand, having been engaged. The number of troops under my command, did not, for the first three hours, exceed sixteen hundred men; the addition of the troops, under Colonel Scott, did not increase it to more than two thousand eight hundred of every description."

In the action, General Drummond received a musket ball in the neck. The American loss in this battle amounted to one hundred and sixty killed, including twelve officers; and five hundred and seventeen wounded, including fifty officers. The enemy retreated to Fort Erie, the command of which was taken by General Gaines. On the night of the twelfth of August, Captain Dobbs, R. N., succeeded in capturing two American schooners, the Ohio and Somers; and on the morning of the thirteenth, General Drummond opened fire from a battery upon the enemy's works, and on the following day, finding that the cannonade had proved effectual, determined on storming the fort, which was accordingly done on the night of the fourteenth. After a desperate resistance the British troops succeeded in forcing their way into the fort, and the garrison took refuge in a stone building, which they maintained for some time, till a quantity of ammunition took fire and exploded, by which nearly all the troops in the fort were more or less wounded, and many killed; which caused a panic amongst the survivors, and made it necessary to beat a retreat. The loss on the British side was severe; Colonels Scott and Drummond fell while storming the works; and the loss, in killed, wounded and missing, amounted to thirty-seven officers and eight hundred and sixty-nine men.

General Drummond was re-inforced, a day or two after this affair, by the arrival of troops from Lower Canada, which, although only sufficient to fill the vacancies caused by the late disaster, enabled him to cut off

all communication between the fort and the adjacent country, and thus rendered the possession of the post of no service to the enemy during the remainder of the campaign.

For much of the preceding details of military operations we are indebted to Christie's valuable History of Lower Canada, a work we should recommend all our readers to purchase.

The Niagara District is admirably situated for agricultural operations, the greater portion of it being elevated, on a high table land, having a limestone base with a good depth of soil above it. The surface is generally undulating, forming a succession of hill and dale. Being bounded both on the north and south by large bodies of water, on the north by Lake Ontario, and on the south by Lake Erie, it is less liable to suffer from late and early frosts than many other portions of the Province; hence it has long been celebrated as a fruit-raising district.

The Niagara District is also well watered. The Grand River flows in a south-easterly direction, through the County of Haldimand, into Lake Erie. The Chippewa, or Welland River, and its tributary, the Oswego Creek, water the Townships of Caistor, Seneca, Cayuga, and Canboro', the former river then forms the boundary of Gainsborough, Pelham, Thorold and Stamford on the north, and Wainfleet, Crowland and Willoughby on the south, and discharges itself into the Niagara River at the Town of Chippewa. The Twelve-mile Creek, Twenty-mile Creek, and Forty-mile Creek, with other small streams, water the northern townships, and empty themselves into Lake Ontario, and the Niagara River forms the eastern boundary of the district, separating it from the United States.

Starting from Hamilton, by the plank road, we enter the district in the Township of Seneca, and soon reach the flourishing village of Caledonia. No better example could be shown of the advantage of making good common roads, (that every body may travel on,) through the Province, than is to be found in the country bordering the plank road from Hamilton to Port Dover; when we first travelled it, some five or six years ago, shortly after the new road was made, the country between Caledonia and Port Dover was a perfect wilderness, scarcely a clearing was to be seen, and a stranger would ask with surprise where the traffic was to come from to support the road. Mark the contrast: in five short years nearly every lot along the road has been settled and cleared, and fine farms supply the place of dreary forests.

Caledonia, which is situated on the banks of the Grand River, is a thriving settlement. In eighteen hundred and thirty-five the Grand River Navigation Company laid out a village on the west side of the river, in the Township of Oneida; the plot contained sixteen acres, and

the village was called after the name of the township. In the following year the same company laid out another village on the opposite side of the river, in the Township of Seneca, about a mile below Oneida; this was also called after the township in which it was situated. In eighteen hundred and forty-three, the Government laid out a village under the name of Caledonia, and included the village of Seneca in the town plot. The place is growing and does a flourishing business, to which the valuable water-power of the Grand River is a great assistance. The plank road here crosses the river over a bridge, consisting of six arches, besides a swing bridge at the eastern side, for the convenience of vessels plying on the river. A gentleman, named McKinnon, has lately erected a large cloth factory, which will shortly be in operation, and will add considerably to the trade of the place, and the convenience of the neighbourhood. For the information of those parties who are fond of raising the cry of "ruin and decay," and of contrasting the state of commercial operations, and the value of property in Canada, with the United States, it may be as well to mention that the same gentleman possesses a grist mill and a saw mill in the same village, the former of which he rents for four hundred pounds per annum, and the latter for three hundred pounds per annum. The grist mill contains three run of stones, and the saw mill three saws, one of which is circular. There are also in Caledonia a steam saw mill and planing machine, and a tannery; with two churches, Episcopal and Presbyterian Free Church, two common schools, and two private schools. The population, including Seneca, is said to exceed one thousand. Much of the timber in the neighbourhood of the village is pine.

On the opposite side of the river, in Oneida, there is also a steam saw mill and planing machine.

At Seneca, which is about a mile lower down the river than Caledonia, although included in the same plot, there are a flouring mill with four run of stones, a steam saw mill containing a gang of fourteen saws, with planing machine, circular saws and lathing machine, and a carding machine and cloth factory. On the opposite side of the river, in Oneida is a water saw mill containing two single saws, circular saw, and a gang of thirty-two saws. A new bridge has lately been constructed across the river, at an expense of nearly two hundred and fifty pounds.

From Caledonia to Port Dover is twenty-three miles. The land is generally rolling, the soil loamy, and the timber a mixture of pine and hardwood. For the first eight miles from Caledonia the pine predominates, the timber then becomes principally hardwood for the next ten miles, after which the pine becomes more plentiful. Much of the hard-

wood consists of white oak, beech and maple. There are three steam saw mills on the road, and eight miles before reaching Port Dover you pass through the small village of Jarvis, which contains about one hundred inhabitants.

From Seneca to York is about four miles, the village contains about two hundred inhabitants, but with the exception of the lumber trade, it does not appear to be a place of much business. There are two saw mills in the village, one of which contains two gangs of saws, one single saw, a circular saw and lathing machine; also two churches, Episcopal and Methodist.

From York to Indiana is about two miles and a half; the village is pleasantly situated on the Grand River, and is a busy little place; it contains about two hundred and fifty inhabitants, a flouring mill with three run of stones, two saw mills, a pail factory, which supplies the Hamilton market, and turns out, on an average, fifty dozen pails per week, a distillery and turning establishment. There are also two churches, Presbyterian and Catholic. About one and a half miles above Indiana are a flouring mill and two plaster mills; the gypsum or plaster is obtained from a hill a short distance south of the village of York. Indiana also has the convenience of a bridge across the river.

From Indiana to Cayuga the road leaves the river, and does not touch it again till it reaches the village of Cayuga, which is about two and a half miles. The County of Haldimand, one of the united counties of Lincoln, Haldimand and Welland, having been set apart as a separate county, Cayuga has been chosen as the county-town. A handsome court house and jail have been erected, of stone, from the design of Messrs. Cumberland and Ridout. It is well situated, on a rising ground, with plenty of land attached, and has every convenience necessary for such a building. The village is now holding up its head, and looking forward to its ultimately arriving at the importance of a city. A new brick hotel has been erected, which, in point of appearance and convenience of arrangement, would be a credit to Toronto or Hamilton; Lawyers are crowding in, and great preparations are making to assume its new consequence with becoming dignity. In the mean time it contains about three hundred inhabitants. The town plot was reserved at the time of the original survey, by Sir John Colborne, and contains about fourteen hundred acres.

From Caledonia to Cayuga the land on both sides of the Grand River is rolling, on the north side the greater portion of the timber is hardwood, on the south side a larger portion of it is pine. On the north the land generally is a stiff loam, the surface undulating, forming a succession of hill and dale; none of the hills, however, are of any height. There are

no *flats* of any consequence on the river, the rolling land generally approaching the water's edge.

From Cayuga to Dunnville there are two roads, one by the village of Canboro', which is ten miles to Canboro', and seven miles from thence to Dunnville, and the direct road, called the river road, which is fifteen miles, being two miles shorter. The *river road*, however, runs for much of the distance away from the river. About four miles below Cayuga a quarry of gypsum is worked, and large quantities are exported. A tunnel or gallery has been excavated to the distance of about half a mile, a railroad is laid down, and a waggon drawn by a single horse is used to convey the plaster to the mouth of the quarry. In travelling from Cayuga to Dunnville you cross three or four long bridges, and a stranger would be led to imagine that some large streams discharged themselves into the river; such, however, is not the fact, but the damming the Grand River at Dunnville to feed the Welland Canal, by raising the water several feet, has had the effect of overflowing the low land at the mouths of the little creeks, and giving them the appearance of considerable rivers.

Dunnville is a place of considerable business and large quantities of produce coming down the Grand River are shipped from it. Goods intended for places on the upper portion of the river are generally reshipped here into smaller vessels, or rather those drawing less water. Dunnville contains a population of about one thousand, three grist mills to one of which a plaster mill is attached, four saw mills, a foundry, woollen factory, brewery, distillery, and tannery; two churches, Episcopal and Presbyterian; post office, collector of canal tolls, and collector of customs. To the politeness of the former gentleman we are indebted for the statement of exports from the port.

EXPORTS *from the Port of Dunnville, for the year* 1850.

SHIPPED TO FOREIGN PORTS.	
Denomination.	Quantity.
Flour	12,910 barrels.
Wheat	51,948 bushels.
Oats, barley, &c.	10,960 bushels.
Oatmeal	200 barrels.
Gypsum, unground	1,915 tons.
Potash	39 tons.
Limestone	70 tons.
Square timber, in rafts	88,000 cubic feet.
Flatted and round timber	31,000 feet.
Pine lumber	13,555,000 feet.
Barrel staves	10,000 No.
West India staves	18,000 No.
Shingles	1,340 M.
Sawlogs	1,340 No.
Lath, hoop and fence pickets	1,400 cubic feet.

SHIPPED TO BRITISH PORTS.	
Denomination.	Quantity.
Flour	17,620 barrels.
Wheat	176,268 bushels.
Oats, barley, &c.	176,268 bushels.
Oatmeal	70 barrels.
Gypsum, unground	324 tons.
Square timber, in vessels	8,000 cubic feet.
Square timber, in rafts	469,000 cubic feet.
Flatted and round timber	2,000 feet.
Pine lumber	2,805,000 feet.
Pipe staves	31,000 No.
Barrel staves	180,000 No.
West India staves	361,000 No.
Shingles	178 M.
Sawlogs	2,845 No.
Lath, hoop and fence pickets	4,080 cubic feet.
Empty flour barrels	4,049 No.
Cordwood	338 cords.

STATEMENT *of Vessels that have loaded on the Grand River, during the season of* 1850, *including Scows.*

British Vessels to British Ports.		British Vessels to American Ports.		American Vessels.		British Steamboats to British Ports.		British Steamboats to American Ports.	
No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.	No. of vessels.	Tonnage.
216	17,904	208	17,253	75	5,046	21	694	55	2,060

Total number of Vessels ..... 575 | Total Tonnage ..... 42,957 tons.

On the opposite side of the river, in the Township of Dunn, is a small settlement called Haldimand. Nearly five miles from the town, at the mouth of the river, is Port Maitland, a settlement which has but a small resident population; and since the completion of the new cut of the Welland Canal by Port Colborne, its business, even during the season of navigation, is said to have fallen off considerably.

The Grand River is the outlet for a large extent of fertile country, and clearing has been carried on extensively on its banks during the last few years. It must be borne in mind, however, that a great deal of farming produce is shipped as high up as Brantford, all of which is included in the returns from Dunnville. Previous to the opening of the "new cut" of the Welland Canal, i. e., the direct line of communication, all goods passing upwards from lake to lake, left the canal through the feeder, and entered Lake Erie by Port Maitland; now, all vessels, except those intended for places on the Grand River, take the shortest route. The country on the Grand River was formerly considered very unhealthy, and as it would appear, for some time, justly so—fevers prevailing in the hot season to a considerable extent. The cause of this seems to have been the damming the river, which raising the water over a great extent of low land, some, indeed most of which was covered with decaying wood, stumps of trees, and other vegetable matter, caused from the action of the sun, an exhalation of malarious vapour which proved exceedingly injurious to the health, particularly of those unaccustomed to it. In the course of time, however, the cause has subsided; the malaria has evaporated, and the country bordering on the Grand River is said now to be quite as healthy as other portions of the province.

The greatest amount of information respecting the Indian lands on the Grand River, is to be obtained from a report made by the Honorables J. B. Robinson, James Baby and the Venerable John Strachan, members of the Executive Council, in the year eighteen hundred and thirty, and bearing date at York, fourteenth May, eighteen hundred and thirty; and also, from a second report made by the Honorables J. H. Dunn, G. H. Markland and W. Hepburn, Esquire, who had been appointed trustees to investigate and report to the Lieutenant-Governor, on claims preferred by various persons to lands belonging to the Six Nations Indians, situated on the Grand River. These reports appear to have originated in a petition of a Mr. Cozens for the confirmation of his title to a township of land, said to have been purchased of Captain Brant, (Tyendenaga,) many years previous—and from them we shall make such extracts as may be desirable.

The Five Nations, sometimes designated the Six Nations, on the Grand River, were acknowledged to have such strong claims upon the

consideration of His Majesty, from their devotion to the royal cause during the American rebellion, and the loss they sustained, that it was one of the first concerns of the government on return of peace, to provide for them in this country.

Sir Frederick Haldimand, on the twenty-fifth October, seventeen hundred and eighty-four, by an instrument under his hand and seal, declared "that they and their posterity should be allowed to possess and enjoy a tract of land six miles in depth, on each side of the Grand River, running into Lake Erie, being part of a large tract lately purchased by government from the Chippewa Indians."

The lands thus set apart for the Five Nations were extensive and well situated, were soon encroached upon by the white settlers, and the Indians hunted upon the grounds of the Chippewas, with whom they were friends.

In seventeen hundred and ninety-six, the Five Nations were in a great measure civilized, and wished to dispose of portions of their large tract, (retaining enough to cultivate,) and raise a fund, by sales, as an annuity for their comfort. This idea occurred to themselves or was more probably suggested by their white friends.

Captain Joseph Brant, their principal chief, who resided near them, and who, from his influence among them and his intelligence, took a prominent part, while he lived, in all their transactions, was by a solemn act in council appointed the agent or attorney of the Five Nations to negotiate with the government, whatever might be necessary for effecting their wishes upon this occasion.

The principal chiefs and warriors, in the name of the whole, executed on the second November, seventeen hundred and ninety-six, a formal power of attorney, authorising Captain Brant to surrender into the hands of the government certain portions of the lands possessed by them, and for which they had found, or intended to find, purchasers, so that His Majesty, thus holding those portions of their lands, relieved from the pledge which had been given for their exclusive possession, might make a clear and free grant, in fee-simple, by letters patent, to such persons as the Indians might agree to sell to. This method of proceeding was clearly in accordance with the nature of the tenure under which the Five Nations held, and was, in principle at least, as proper as could be devised for protecting the interest of the Indians, and guarding them against hasty and indiscreet sales.

The tract which Captain Brant was authorised to surrender, was described in the power of attorney referred to, and was stated to contain three hundred and ten thousand three hundred and ninety-one acres.

The object of the surrender was therein expressly stated to be, that the same lands "might be re-granted by His Majesty to such person or persons as their brother and agent, Captain Brant, might think meet and proper, and full authority was by the same instrument given to Captain Brant to nominate to the administration of the government such person or persons in order that grants under the Great Seal of the Province might issue for their (the purchasers) further satisfaction."

By the same power of attorney, authority was given to Captain Brant, after the passing of such grants, "to ask and receive such security or securities, either in his own name or the names of others to be by him then and there nominated, as he or they might deem necessary, for the securing the payment of the several sums of money that should become due and owing from the purchasers, and likewise to receive all such sums of money as should be due and owing therefor, and to give acquittances in as full a manner as all his constituents (the Indians of the Five Nations,) could do if personally present." Under this authority it is supposed, with the perfect knowledge and approbation of the Indians, sales of very large tracts were effected by Captain Brant; and on the fifth February, seventeen hundred and ninety-eight, pursuing the power delegated to him, he executed, in the name of the chief warriors of the Five Nations, a formal deed, surrendering their possession of such parts of the said lands, as are mentioned below, beseeching that His Majesty would be pleased to grant the same in fee-simple to the persons named, who were to pay the sums stated as a consideration for the same.

The Schedule specifies the following tracts:

Block No. 1, (now forming the Township of Dumfries,) containing about 94,305 acres, was sold to P. Steadman, for	£ 8,841	0	0
Block No 2, sold to Richard Beasley, James Wilson and John B. Rosseau .....94,012 acres...	8,887	0	0
Block No. 3, sold to William Wallace..86,078 acres...	16,364	0	0
Do. No. 4, no purchaser or price named, 28,512 acres.			
Do. No. 5, W. Jarvis .....30,800 acres...	5,775	0	0
Do. No. 6, given originally to John Dockstader, by him sold, for the benefit of his Indian children, to Benjamin Canby .....19,000 acres...	5,000	0	0
Total.....352,707 acres.	£44,867	0	0

The making these contracts with the individual purchasers, and the fixing the consideration, were, as it appears, the acts of the Indians themselves, either concluded upon in their councils or negotiated by their agent, Brant, who was fully authorised for that purpose. The

Government of this Colony seems merely to have assented to the general measure, and to have given their sanction and assistance, in the conviction that it would be beneficial to the interest of the Indians.

There is, indeed, strong reason to believe, from communications received by Mr. President Russell, from His Grace the Duke of Portland, the Secretary of State for the Colonies, that His Majesty's Government were not, without extreme reluctance, brought to give their sanction to these transfers of land reserved for the use of the Five Nations, and in one of these despatches it is plainly declared that the previous sanction of His Majesty must be received before any similar negotiation shall be entertained by this Government in future. It would have been better for the Indians had the Duke of Portland's advice been followed, that the British Government should be the purchaser at the same price as they were willing to sell to individuals.

Before the execution of the formal surrender above mentioned, the Government had been fully apprised of the particulars of each sale that had been effected, and patents had been prepared for the conveying the land to the respective purchasers, and on the fifth February, seventeen hundred and ninety-eight, when the surrender bears date, Captain Brant attended before Mr. President Russell, in Council, and as attorney for the Five Nations, delivered into the hands of the President the deed of surrender to His Majesty for the several tracts described in the Schedule, and the same being accepted, the Attorney-General for this Province, Mr. White, being also in attendance, produced five deeds of grant for the several parcels, (a purchaser not having been yet found for Block No 4,) which grants or letters patent the President signed in presence of the Council, and ordered that the Great Seal of the Province should be affixed thereto, and that the Secretary of the Province should be instructed not to deliver the said deeds to any of the parties to whom the said lands are thereby conveyed, unless they shall produce and leave with him a receipt under the hands and seals of the honorable D. W. Smith, W. Claus and Alexander Stuart, trustees, authorised by the Five Nations to receive mortgages of the said lands; that the said persons have done every thing required of them, and necessary to secure to the Five Nations and their posterity the stipulated annuities and considerations which they agreed to give for the same.

It is but just to remark, that Captain Brant, though himself an individual of the Five Nations, and a principal chief and warrior among them, was also a person possessed of a good English education and of superior intelligence, the intimate friend and associate of the most respectable white inhabitants of the Province, familiar with their transactions and mode of dealing, and fully as capable of managing business by writing or

verbally, as most of those with whom he might come in contact. The Indians also by the instrument they executed had reposed in him unlimited confidence, and under such circumstances the Government might be excused if they did not assume so minute or immediate a control, or make so particular an enquiry into the circumstances of each contract, as duty and humanity might have constrained them to do in the case of Indians wholly uncivilized, and not represented by so intelligent and responsible an agent of their own choice.

For many years past all affairs of the Indians have been transferred from the Civil Government to the Military Service, but have recently been put again in charge of the Civil Administration, in order to extricate their pecuniary concerns from difficulty and perplexities. The result of enquiries is, that No. 1, containing ninety-four thousand three hundred and five acres, after various transfers, (and the discovery of a forgery, pretending to assign from Stedman to a man in the United States,) at last came into the possession of the honorable William Dickson. The principal and interest of the purchase money was paid up about the year eighteen hundred and sixteen.

No. 2, of ninety-four thousand and twelve acres, sold to Beasley and others. The purchase money of this tract has been paid up.

Respecting No. 3, there are no documents whatever in the Executive Council. The registry of the letters patent which followed the surrender has been referred to, and it is there recited that one William Wallace, the purchaser from Brant, had given security for the money to the trustees, but where the mortgage or other security may be, whether anything has been paid for the principal or interest, and what remains due, the Council have no means of knowing, having applied to the proper source for information (Claus) without effect. The following is the reply to the application alluded to, which may be inserted here as a fair specimen of the manner in which public property has been dealt with in past times:

"In reply I beg leave to state, for the information of His Excellency, that an imperious regard which I owe to the interests of my father's family and my own, constrains me to decline affording any information or explanation whatever on the subject of the trust unsolicitedly committed by the Indians to my charge, and whenever the Executive Government of Upper Canada shall see proper to confirm by patent a certain tract of land situated on the Grand River and surrendered by the Indians for the benefit of my father and his heirs, I shall cheerfully resign a situation which has only been prolific of trouble, ingratitude and misrepresentation."

Block No. 4, has been sold to the Honorable Thomas Clark, who has given his bond, dated twenty-fifth October eighteen hundred and six, for three thousand five hundred and sixty-four pounds, payable in a *thousand years* from the date, to William Claus and Alexander Stewart, and the interest to be paid annually.

No. 5, originally contracted for by Mr. Jarvis, was afterwards sold to Lord Selkirk for three thousand eight hundred and fifty pounds, and has come into the hands of Henry J. Boulton. (This tract now forms the Township of Moulton). The principal is unpaid, but the interest has been discharged until within the last three years, and the present proprietor is ready to pay the arrears, under the direction of the Government for the use of the Indians, if he can be secured against any legal claims of the representatives of the late Colonel Claus. It appears by some of the papers before us that six hundred pounds, New York currency, had been paid by Mr. Jarvis, the first purchaser, on account of the principal, which sum was repaid to Mr. Jarvis by the Earl of Selkirk. To secure the sum remaining due, three thousand four hundred and seventy-five pounds and interest, a mortgage was given by Lord Selkirk to William Claus, Esquire, as sole trustee, for a term of years, his executors therefore have the legal interest in this security.

No. 6, described in the schedule as nineteen thousand acres, with the sum of five thousand pounds affixed to it, is said to have been given to John Dockstader, and sold by him for the benefit of his Indian children to Benjamin Canby. We imagine that no part of the principal or interest has been paid, and it is doubtful if the Indians. as a body, have any interest in the purchase money. This tract forms the present Township of Canboro'.

On blocks one and two there is nothing due. On three and four we are not sure that mortgages were taken, but presume they were similar to that of Mr. Beasley, of which a copy is before us; the form is by conveying the lands to the trustees, in fee as joint tenants, and subject to be defeated by payment of the purchase money in one thousand years, with interest in the meantime annually. Smith was always in England, and has not acted; he holds the estate, and is in fact sole-seized, being the only surviving trustee.

No. 6, to Canby. He managed, contrary to injunctions by the Government, to obtain his patent without bond or mortgage. Government enquired, and found he got it surreptitiously. He is yet living, and believed to be a man of property. Upon the propriety of enforcing it, the Council, on perusing the correspondence from Captain Brant, and the substance of several Indian Councils, and the conflicting nature of the transactions of those Councils, can form no satisfactory opinion.

Colonel Claus, as in the case of Lord Selkirk, took security in his own name—Stewart being dead, and Smith in England, as Brant and the Chiefs desired he would.

It is recommended that Sir David William Smith, Bart., who resides at Alnwick, Northumberland, should resign to some one to represent him here. Colonel Claus made a will, and his executor is the only one who can sue for the securities given only in Claus' name. Colonel Claus was always anxious to submit everything to the Government. When he died, the Indians appointed his son, John Claus, a trustee (eighteen hundred and twenty-six); he for two years failed to give the Indians an account of their affairs; they complained of the non-payment of dividends, &c. The Council examined what documents they had, but had to refer to Mr. Claus and Captain John Brant; the latter attended in Council, but his answers to questions intended to be put to the former gave little information. Claus *refused to appear*—he has all his father's papers on Indian affairs as trustee, but there is no court of equity to compel his yielding them—besides, the Indians have no corporate capacity whereby to sue, unless in all their names—a thing impossible. A Bill was framed by the Legislative Council, but rejected by the Assembly. Governor Hunter ordered the affairs of the Indians to be looked into 24th June, eighteen hundred and three, and 18th May, eighteen hundred and four, and the reports of these two days contain all the information the Government then possessed on the subject. Governor Gore ordered, third November, eighteen hundred and six, papers to be deposited in the Council Office, to show the investments of monies for the Indians remitted to England, viz., three per cent. consolidated bank annuities; the amount of which was five thousand six hundred and sixty-six pounds nine shillings and three pence sterling, so invested as to purchase nine thousand two hundred and forty-four pounds five shillings and eleven pence three per cent. The Council cannot say what part of all the monies received the above sum embraces.

In their Councils the Indians were not always consistent; sometimes desiring that confirmations be made by Government of portions of land to those white persons settled thereon, and at other times wishing the contrary as to the same persons. The speeches in Council (Indian) relating thereto are on the 1st, 10th, and 13th March, eighteen hundred and nine, and Captain John Brant promised, in eighteen hundred and thirty, to send down additional information, but it did not come. The Indians sometimes complained of the Whites encroaching on them, then would sanction it, and loudly assert their right to lease and sell as they chose. Had the Chiefs been allowed to do as they liked, they would soon have got rid of their lands. Governor Haldimand gave it

to them and to their posterity, by an instrument under his sign manual, which assured them they might enjoy it for ever. It is hardly necessary to remark that an estate in fee simple in lands, belonging to the Crown, could not be conveyed by Sir Frederick Haldimand's mere license of occupation under his seal. Letters patent, under the Great Seal of England, or of the Province of Quebec, could alone have conferred such a title. That the Indians were never to alienate their lands without the assent of the Crown was expressly declared by royal proclamation in seventeen hundred and sixty-three, when Canada had been finally ceded to Great Britain. The speech and letter of Lord Dorchester, in seventeen hundred and eighty-eight and nine, are most express on this point, with reference to the Five Nations in particular, and several proclamations published in this Province have given notice of this restriction from an early period.

"The Council cannot avoid adverting to a document which they have found among the papers relating to the Five Nations, purporting to be the copy of a deed executed by the Hon. William Dickson, in March, eighteen hundred and nine, by which he engages to transact *all necessary professional business for the Indians.* The consideration for this promise was a grant of land which the Five Nations made to Mr. Dickson with the assent of the Crown (Township of Sherbrooke).

The Indians acknowledge themselves to have been paid
by Wallace for ..... 7,000 acres.
That of the same tract they had given to Mrs. Anne Claus,
daughter of Sir W. Johnston ..... 10,000 acres.
To Captain Brant ..... 5,000 "
Sold to Captain Pilkington, Royal Engineers, for security
they say had been given to the trustees ..... 15,000 "
Given to Mr. Beasley to make up a deficiency in No. 2, sold
him ..... 3,000 acres.

The remainder of No. 3, being forty-five thousand one hundred and eighty-five acres, they had agreed to sell to Jacob Erb and others at half a dollar per acre, to be paid 1st May, eighteen hundred and seven.

"Numerous claims have been submitted to the trustees, and taken into their careful consideration, and the documents accompanying them have been thoroughly investigated; from which it appears that some of the claimants seek a confirmation from Government of their alleged titles on the ground of having derived them under leases for twenty-one years, or for a less term, from individual Indians residing upon different portions of the Indian territory; others under leases for similar terms from one or more of the chiefs; some under bare permissive occupations from individual Indians or Chiefs, (all of which three described classes of

claimants appear to have paid a greater or less consideration for their lands to the parties from whom they have purchased, and in many instances to have made considerable improvements on the lands) ; others as the children or descendants of Indian women, with respect to whom a custom is alleged to exist among the Indians entitling them to portions of their lands ; and others again claim either under existing or lost or destroyed grants in fee simple, or leases for nine hundred and ninety-nine years, executed by Captain Joseph Brant, as the agent of the Indians, for valuable considerations therein expressed to be paid to him : which deeds almost invariably recite or refer to the powers of selling or leasing vested in him, and are stated to be granted in execution of them. In some instances these latter deeds appear to have been (though it is conceived unnecessarily), confirmed at Indian Councils subsequently held, but in the great majority of cases they seem not to have been so confirmed.

"Whether Captain Joseph Brant did or not on all occasions execute the trust reposed in him faithfully towards the Indians, the trustees are unable to judge, no evidence having been laid before them upon that subject ; and it is indeed only right to observe, that no improper conduct whatever has been imputed to him before the trustees ; and they are therefore bound to assume that he discharged his duty with due fidelity.

In connection with the above reports, the following address to the Superintendent-General of Indian Affairs, from the Indians on the Grand River, under date of April 18th, eighteen hundred and eleven, will not be uninteresting to most of our readers, as a fair specimen of Indian eloquence.

"Brother : We this day have met in Council to consult each other, and to collect and express our opinions one towards the other, upon the calamitous situation in which we find ourselves placed, by the unexampled and wanton cruelty which has been exercised to the faithful supporters of their Father across the great water, by his agents for these many years past.

"Brother : We felt proud to be called the allies of so great a King ; and the Mohawks have not forgotten the great sacrifice they have made, when they took up the hatchet to fight his battles. They look back to the fertile fields which they have abandoned, and which they moistened with the blood of many of their most brave warriors.

"Brother : We thought when the servant of our Father (Governor Haldimand) gave us in his name, the lands upon the Grand River that we should be secure, and without interruption enjoy it as our own.

"Brother : In this we have been most egregiously deceived, and to our great surprise and grief, we find ourselves by the contrivance of artful, faithless and wicked men, stript of our property. What little is yet left

us we are denied the lawful right of controlling or disposing of without our master's leave.

"Brother: We are determined no longer to be asleep, nor give up our just rights to children, and base, selfish men, their wicked advisers.

"Brother: We have often requested you to give us an answer concerning our money, which you, among others, many years ago received in trust for us, arising from the lands which we resigned to the King's Government, according to their desire.

"Brother: We have been told again and again that it was sent to England; but that is all we have heard of it. Promises and empty words will not satisfy us: it is time to have a direct answer, one way or the other; tells us no more tales, for on them we cannot be fed or clothed.

"Brother: You continually advised us to be of one mind, yet at the same time you have spared no pains to create jealousies and distrust among us, and that by a partial distribution of the presents which Our Father intended should be justly and equitably distributed to all.

"Brother: In all this we do not see that honour and sincerity which we had a right to expect from you.

"Brother: We call upon you to look back to the promises made to us, and the way we (and a great number of chiefs who have gone to their Fathers, and are here no more,) have conducted ourselves since our first connection with our Father, the King. We have acted like men, honourable and unsuspecting; and should it happen, through your fault, that our hands should unlock, we think your fingers would straighten first.

"Brother: As respects the white people on the Grand River, they were placed there by our forefathers and ourselves; and according to the rules of Christianity, we cannot pull to pieces what has been solemnly past and done.

"Brother: We respect our word, when once pledged, and we cannot think of disturbing the greatest or the meanest among them; we will not make a God of one man and a beast of another.

"Brother: As to the great fire placed at the Onondago Village, we think it our own, as we found the wood and made the fire.

"Brother: We further understand that the sale of the Stedman Township, so called, is about to be completed; we feel satisfied at this, but should have been more so, had it been done years ago, according to our wishes.

"Brother: It is expected that your word of honour will be binding upon you in regard to Mr. Augustus Jones, whom we named as purchaser (and no other person,) on the twenty-sixth November, eighteen hundred and eight, and who was accepted by yourself.

"Brother: We also expect that the money, which may he raised on the sale of this township, may not be sent to England, like the former, but that it should be at our disposal; for we think we can make better use of it.

"Brother: We apply to you as the person appointed to watch over our interest as your own, and not suffer us to be imposed upon. It is very true we are ignorant, but is it a sufficient reason that because we are aboriginal inhabitants of the wilderness, and not learned in the arts of white men, that we should be plundered, and our rights trodden under foot?

"Brother: We demand of you that only to which we think we have a claim, namely, justice; and if it cannot be found here, we have been led to believe it may be obtained from our Father, the King, whom we think must be the fountain of justice."

Seneca, the northern township of the County of Haldimand, is separated from Oneida and part of Cayuga by the Grand River; it is a good township of land, and is improving fast. The timber generally consists of hardwood and pine intermixed. In eighteen hundred and forty-five there were only three thousand acres of land under cultivation in the township, and in eighteen hundred and fifty the quantity had increased to twelve thousand. Wild land now averages thirty shillings, and cleared farms four pounds fifteen shillings per acre in value; and twenty-four thousand bushels of wheat, and ten thousand bushels of oats were raised from the crop of eighteen hundred and forty-nine. The township contains the villages of Caledonia, Seneca, York and Indiana, one grist and four saw mills.

On the opposite side of the river, to the south-west, is the Township of Oneida. The land is rolling, the soil loam, and the timber pine, intermixed with hardwood. The township is well watered by small streams. In eighteen hundred and forty-five only seventeen hundred acres of land in the township were under cultivation, and in eighteen hundred and fifty the quantity had increased to eight thousand eight hundred. Wild land is valued at twenty-four shillings, and cleared farms average three pounds seventeen shillings per acre. Twenty-four thousand bushels of wheat, and eleven thousand bushels of oats were produced from the crop of eighteen hundred and forty-nine. There are one grist and five saw mills in the township. A bed of gypsum has been quarried in the township for some years.

To the south of Seneca and Oneida is the Township of Cayuga, which was divided, by Act of Parliament, in eighteen hundred and forty-nine, into North Cayuga and South Cayuga; the dividing boundary of the two being the Grand River. These townships have improved rapidly.

In eighteen hundred and thirty-five, the whole only contained two hundred and ninety-six inhabitants, which number had increased in eighteen hundred and fifty to above two thousand. In eighteen hundred and forty-five, three thousand six hundred acres of land were under cultivation, and in eighteen hundred and fifty above twenty thousand. Wild land averages twenty-five shillings, and cleared farms about four pounds ten shillings per acre in value. Twenty-seven thousand bushels of wheat, and eleven thousand bushels of oats were produced from the crop of eighteen hundred and forty-nine, besides twelve thousand five hundred pounds of butter. The town of Cayuga is situated in the north of the township, about four miles below which is a bed of gypsum, which has been previously noticed.

To the southward of Cayuga is the Township of Rainham, which is of a triangular shape, and is bounded on the south by Lake Erie. This township commenced settling in seventeen hundred and ninety-three, and in eighteen hundred and seventeen contained, with the adjoining Township of Walpole, only two hundred and forty-seven inhabitants. There were at that time in the two townships no school or medical practitioner, store or tavern. In eighteen hundred and thirty-five the population of Rainham had only increased to five hundred and fifty-two, but in eighteen hundred and fifty it had risen to fourteen hundred. The township now contains six saw mills, and produced from the crop of eighteen hundred and forty-nine, twenty-six thousand bushels of wheat, and nineteen thousand bushels of oats, besides seventeen thousand pounds of maple sugar, six thousand pounds of wool, and eight thousand pounds of butter. In eighteen hundred and forty-five, five thousand three hundred acres of land were under cultivation, which had increased, in eighteen hundred and fifty, to fifteen thousand acres.

Walpole, which lies to the west of Rainham, is also bounded on the south by Lake Erie. It commenced settling in seventeen hundred and ninety-three, and in eighteen hundred and thirty-five contained six hundred and eighty-three inhabitants. In eighteen hundred and forty-five, five thousand six hundred acres of land were under cultivation in the township, and in eighteen hundred and fifty the quantity had increased to thirty-seven thousand acres, and the population had increased to two thousand seven hundred and eighty-eight. Walpole now contains two grist and nine saw mills, and produced from the crop of eighteen hundred and forty-nine, thirty-eight thousand bushels of wheat, and nearly twenty-nine thousand bushels of oats, besides twenty-six thousand pounds of maple sugar, and thirteen thousand nine hundred pounds of butter. The soil of both Walpole and Rainham is of good quality, and generally consists of loam; the timber, a mixture of hardwood and pine, some-

times one predominating and sometimes the other. Both townships are well watered by small streams running into the lake.

The eastern townships of the county comprise Canboro', Moulton, Dunn and Sherbrooke. Canboro' is a small township, the land is generally rolling, the soil loam, and the timber principally hardwood, with a little pine scattered in. It commenced settling in eighteen hundred and three, and in eighteen hundred and seventeen contained one hundred and ninety inhabitants; in eighteen hundred and fifty the population had increased to six hundred and ninety-six. In eighteen hundred and forty-five, three thousand eight hundred acres were under cultivation, and in eighteen hundred and fifty, eleven thousand acres.—Wild land is now stated to be worth twenty-five shillings, and cleared farms about four pounds per acre. There are one grist and five saw mills in the township; and twelve thousand bushels of wheat, and seven thousand eight hundred bushels of oats were produced from the crop of eighteen hundred and forty-nine.

Moulton is also a small township, situated on the south-east of Canborough. In eighteen hundred and thirty-five it contained four hundred and twenty-six inhabitants, which number had increased, in eighteen hundred and fifty, to fourteen hundred and fifty-one. In eighteen hundred and forty-five, seventeen hundred acres were under cultivation, and in eighteen hundred and fifty, seven thousand five hundred acres. The township contains two grist and four saw mills, and produced from the crop of eighteen hundred and forty-nine, five thousand bushels of wheat, and five thousand five hundred bushels of oats, and four thousand pounds of butter. The feeder of the Welland Canal is carried through the south of the township, and is bounded by tamarac and cranberry swamps. The village of Dunnville is in the east of the township.

Dunn, which is a very small township, is bounded on the north and east by the Grand River, and on the south by Lake Erie. In eighteen hundred and thirty-five it contained two hundred and one inhabitants, and in eighteen hundred and fifty the number had increased to seven hundred and forty-eight. In eighteen hundred and forty-five, fifteen hundred acres were under cultivation, and in eighteen hundred and fifty, seven thousand. There are one grist and two saw mills in the township. Wild land is valued at thirty shillings, and cleared farms average four pounds fifteen shillings per acre; and five thousand bushels of wheat, and six thousand bushels of oats were produced from the crop of eighteen hundred and forty-nine.

Sherbrooke, the smallest township in the county, is also the smallest township in the Province. In eighteen hundred and forty-one its population amounted to one hundred and ninety-eight, which had increased

in eighteen hundred and fifty to three hundred and twenty. In eighteen hundred and forty-five, fourteen hundred acres were under cultivation, and in eighteen hundred and fifty, three thousand acres. Six thousand six hundred bushels of wheat, and nearly six thousand bushels of oats were produced from the crop of eighteen hundred and forty-nine.

All these townships, with the exception of Rainham and Walpole, were Indian lands, and formed part of the grant of the Six Nations.—Most of these lands have now been sold, and but little remains the property of the Indians; large tracts, however, in both Dunn and Cayuga, are said to be in the hands of private parties, which might be purchased at reasonable rates, and the same may be the case in other townships.

In the present work we have taken all returns, (with the exception of ratable property, which is not contained in them,) from the census rolls, as being more to be depended on than the assessment rolls; people being too apt to be troubled with forgetfulness as to the exact amount of their property, when making up their accounts for *taxation*. A curious instance of the length to which some persons will go, to escape taxation, occurred in this district during the late visit of the Governor General. His Excellency had, in one of his rides, entered into conversation with a Dutch farmer, and amongst other questions inquired how much land he had cleared, to which the farmer replied, ninety-five acres; he soon, however, seemed to repent his sincerity and said that "on consiteration he dit not pelieve he hat more tan fifty acres clearet." The Governor was naturally "taken aback," as sailors have it, at this declaration, so utterly at variance with his previous statement, when a gentleman in attendance, laughingly solved the difficulty by remarking, "Ah! Your Excellency does not understand this. The Dutchman is afraid we are going to tax him."

To overcome the falls on the Grand River, and render it navigable, eight locks were necessary; the first of these in ascending the river is at Indiana, where there is a fall of twelve feet; the next is at York, with a fall of five feet nine inches; the next, called Sim's lock, or number three, is one mile and a half from York, with eight and a half feet fall; the next at Seneca, with five feet nine inches fall; the next at Caledonia, with seven and a half feet fall; from thence there is level water, or as it is termed, "slack water navigation," for twenty-five miles, that is, to within two miles and three-quarters of Brantford, where there are three locks, each having a fall of eleven feet.

From Dunnville to Canboro' village is seven miles, the land is generally rolling, the timber hardwood, beech, oak, maple, elm, &c. &c., with, in some places, a few pines scattered in. The soil is loamy, and

some fine farms are situated along the road. About a mile before reaching Canboro', is a saw mill.

Canboro', which is situated on the Oswego Creek, a tributary of the Welland River, is a pleasant little village, containing about one hundred inhabitants, a saw mill, post-office, and two churches, Methodist and Baptist.

From Canboro' to Welland Port, or the "Narrows," is ten miles. This is a small village, containing about a hundred and fifty inhabitants, and a steam saw mill. It is situated on the bank of the Welland River. From thence to Fonthill is eleven miles. About three and a half miles before reaching the latter place you pass the Pelham town-hall, a good looking brick building; and in the same neighbourhood is a steam saw mill. About half a mile from Fonthill is a small settlement, called Riceville, where is the Pelham post-office.

From Canboro' to Fonthill the road runs nearly straight, for much of the distance within sight of the Welland River; the land is generally rolling, and most of the farms beautifully situated; the majority of the houses and farm buildings on the road, however, are of a very miserable description, and the little stock to be seen about the premises, appeared to be half starved, unmistakeable evidence of bad farming. We were told that many of these farms, which gave such glaring proofs of poverty, were liable to ague, from portions of the land being wet, and that the disease damped the energies of the occupants; but a majority of them had large clearings, and it was evident that the owners were of that class of Canadian farmers, unfortunately too numerous, who would rather spend a month in chopping or ploughing than a week in draining, although the week's labour, judiciously applied, would yield a greater return than that of the month. In other words, they are satisfied with getting the same crop from fifty acres, that might, with proper cultivation, be obtained from twenty. There are many farms on the road, however, of a very different description, and which, judging from the buildings and appearance of the stock about them, belong to men who understand farming. About three miles before reaching Fonthill, the settlements generally begin to improve. The timber, the whole distance, is a mixture of hardwood and pine.

On reaching the crest of the hill, immediately above Fonthill, the traveller is suddenly taken by surprise; after travelling for some miles along a road where his view of the country on either side of him has seldom extended beyond two or three miles, on reaching this elevation a most magnificent panorama is, as it were by magic, displayed to his astonished vision. An immense plain, extending for many miles, lies before and below him, studded with towns, villages, groves and winding

streams; before him lies the Welland Canal, crowded with vessels moving either way; beyond it, the perpetually dashing, roaring cataract of Niagara; on one side, the waters of Lake Erie, and on the other those of Ontario; and on a clear day the City of Toronto may be seen in the distance. We know of no other spot in Canada from whence so extensive a view may be obtained. An Observatory has been erected on the brow of the hill, and a telescope is kept for the accommodation of visitors. During the summer months this neighbourhood is a favourite resort for pic-nic parties from Niagara and elsewhere. We would recommend the "Lord of the Manor," whoever the fortunate individual may happen to be, to erect a good substantial family hotel in the neighbourhood, with comfortable rooms for private parties, and a good *English* housekeeper to manage it, and we will venture to promise him a rich return for his outlay; indeed, the bright vision of the dollars that would come tumbling in, almost makes us threaten to eschew book-making, and undertake the task ourselves.

Fonthill, which is delightfully situated on the side of the hill, is a pleasant little village, containing about one hundred and fifty inhabitants, and a Baptist Church, an oil mill, sash and last factory, and tobacco and cigar factory; large quantities of the latter are made for the supply of the district, and, as we can testify from personal experience, of excellent quality. Smoking is by many persons considered a *bad habit*, and to be, at the very least, a useless one; there is no doubt that to persons of a spare habit of body excessive smoking is decidedly injurious, while those of a full habit experience no ill effects from it. It is said, and with some justice, to make a man philosophical. Whatever may be said against it, it is an old practice, and one extensively distributed over the globe, and immense sums of money are annually spent on the weed. We recollect that at the sale of the effects of the late Duke of Sussex, many of the cigars sold for no less a sum than half a crown sterling each. Formerly, as already noticed, large quantities of tobacco were grown in the Western District, and much of it was said to be of excellent quality; but the admission of foreign tobacco, at a low rate of duty, threw it in a great measure out of cultivation. Within the last year, however, the high price of American tobacco has tended somewhat to revive the culture. Considerable sums are annually paid for imported cigars, which is so much lost to the Province. Smokers in general are not aware that the main difference between the quality of an imported and a home-made cigar arises from the *age* of the former. As good a cigar can be made from Cuba tobacco in Canada, as in the City of Havannah itself; it merely requires age to develop and mellow its flavour. If smokers, therefore, would obtain their cigars a few months

before they want to use them, and keep them in a *warm, dry place* (being particular of course that the cigar was made of the proper quality of tobacco), their smoking would cost them considerably less, and much money would be kept in the Province.

From Fonthill to St. Johns is three miles and a half, and is a most romantic drive. The country between the two villages being composed of a succession of ranges of small hills, clothed with pine timber, which run one into another, and the road is carried as much as possible through the valleys, and round the bases of these hills, frequently crossing small streams, which are the head waters of the Twelve-mile Creek.

St. Johns is a picturesque looking village, being erected on very hilly and broken ground; its valuable water power having caused the selection of the site. It is an old village, but the formation of the Welland Canal has prevented its growth. It contains about one hundred and fifty inhabitants, who have a handsome brick church, Wesleyan Methodist; and about a mile from the village is an Episcopal Church.—There are in St. Johns, five grist and three saw mills, a cloth factory, foundry and machine shop, carding machine, and tannery. St. Johns is seven miles from St. Catharines, four miles from Allanburg, and seven miles from Port Robinson.

From Fonthill to Port Robinson, on the Welland Canal, is four miles; the land is rolling, and the timber a mixture of hardwood and pine, the hardwood predominating.

Port Robinson contains about four hundred inhabitants; it was the head-quarters of the coloured corps, while that corps was in existence; it contains a grist mill, saw mill, and an ashery, and two churches, Episcopal and Presbyterian. The old wooden locks on the canal are now converted into a dry-dock, and are let to parties who pay a rental to government of twenty-five pounds per annum. A collector of canal tolls, who is also postmaster, resides in the village. Port Robinson is nine miles from Chippewa and nine from the Falls.

From Port Robinson to Merrittsville is four miles; an aqueduct has here been constructed to convey the Welland Canal across the Welland or Chippewa River. The fall obtained gives water power which is used to turn the machinery of two grist mills, one of which has three run of stones; two saw mills, one containing two single saws, three circular saws, and planing machine, and a small cloth factory. The resident population scarcely numbers one hundred and fifty, but the labourers casually employed on the canal will raise the numbers to nearly three hundred and fifty.

About a mile beyond Merrittsville, you pass the "Junction," the union of the Grand River feeder with the Welland Canal. A few

houses, taverns, &c., have been erected, but there is nothing here that can be called a village.

From the Junction to Petersburg, better known by its old name of Stonebridge, is five miles; this village has hitherto generally done the business of this end of the canal. It contains about two hundred inhabitants, a small foundry and brewery. From Petersburg to Port Colborne is one mile and a quarter. This is the Lake Erie entrance of the Welland Canal. A large basin has been formed a short distance from the entrance, capable of holding two hundred vessels; as many as one hundred and eighty sail have been in it at one time. Port Colborne contains about one hundred and sixty inhabitants. A number of hands being employed on the canal during the last season, they consumed all the surplus produce of the neighbourhood, leaving nothing to be exported.

Between Port Robinson and Port Colborne the land bordering on the canal is mostly covered with hardwood, with here and there a few pines scattered through; after passing the Junction most of the timber is still standing, the clearings being few and far between.

Wainfleet, which is bounded on the north by the Chippewa River, and on the east by the Welland Canal, contains fifty-one thousand eight hundred and seventy-nine acres: it was first settled in the year eighteen hundred. In eighteen hundred and seventeen it contained seventy-two inhabited houses; no church or medical practitioner, no grist mill, one saw mill; and land was valued at twenty shillings per acre. At the present time it contains a population of fifteen hundred and thirty-nine; one grist and four saw mills; and produced from the crop of eighteen hundred and forty-nine, twenty-four thousand bushels of wheat, twenty-four thousand bushels of oats, and fourteen thousand pounds of butter. Wild land averages thirty shillings, and cleared farms four pounds per acre in value. The soil varies in quality; much of it is clay, and the timber a mixture of hardwood, with pine intermixed. In the south and centre of the township is a large tamarac and cranberry swamp, which extends into Moulton on the west, and into Humberstone on the east. The Grand River feeder of the Welland Canal is carried through nearly the centre of the township, and on it is situated the small village of Marshville.

Humberstone, which contains twenty-nine thousand one hundred and thirty-two acres, commenced settling in the year seventeen hundred and eighty-five, when land in the township was selling at sixpence currency per acre. In eighteen hundred and seventeen it contained seventy-five inhabited houses, one grist and one saw mill; and land had risen in value to twelve shillings and sixpence per acre. The township now contains two thousand three hundred and seventy inhabitants; has one

grist and three saw mills, and produced from the crop of eighteen hundred and forty-nine, twenty-five thousand bushels of wheat, twenty-four thousand bushels of oats, twelve thousand five hundred bushels of potatoes, ten thousand pounds of cheese, and sixteen thousand pounds of butter. Wild land will average forty shillings, and cleared farms four pounds ten shillings per acre in value. The greater portion of the soil of the township is loam, and the timber a mixture of hardwood and pine. The Welland Canal is cut through the east of the township, and the villages of Petersburg or Stonebridge, and Port Colborne are situated on it. A singular conical-shaped hill, called "sugar loaf hill," is situated in the western corner of the township, near the lake shore.

Crowland, which contains twenty-one thousand one hundred and seven acres, was first settled in the year seventeen hundred and eighty-eight, when wild land was sold at eighteen pence per acre. In eighteen hundred and seventeen the township contained about six hundred inhabitants, one grist mill and one saw mill. Wool was then worth half a dollar per pound, and land had risen in value to twenty shillings per acre. Crowland now contains twelve hundred and seventy-two inhabitants, one grist and two saw mills. Land has risen in value to forty shillings per acre for wild, and four pounds for cleared; and it produced from the crop of eighteen hundred and forty nine, twenty-six thousand bushels of wheat, twenty-one thousand bushels of oats, and ten thousand eight hundred pounds of butter. The land is generally rolling; the soil varies in quality, being composed of every variety from clay to sand, and the timber a mixture of hardwood and pine. The Welland Canal and the Welland River run through the east of the township. The village of Merrittsville is situated in the south-west of the township, on the canal; and the village of Crowland, or Cook's Mills, near the centre of the township.

Thorold, which contains twenty-five thousand seven hundred and sixty-five acres, commenced settling in the year seventeen hundred and eighty-eight, when wild land might be bought for seven pence per acre. In eighteen hundred and seventeen it contained about eight hundred and thirty inhabitants, one grist and four saw mills, and land had risen in value to fifty shillings per acre. The township now contains three thousand six hundred and ninety-five inhabitants, thirteen grist and six saw mills, and produced from the crop of eighteen hundred and forty-nine, forty-four thousand bushels of wheat, twenty-nine thousand bushels of oats, and seventeen thousand pounds of butter. Wild land is worth thirty shillings, and cleared farms about five pounds ten shillings per acre. The Welland Canal runs from north to south through the township, a little east of its centre, and on it are situated the villages of

Thorold, Allanburg and Port Robinson; the former in the north, Allanburg near the centre, and the latter in the south of the township. The land is generally rolling, and the timber a mixture of hardwood and pine.

Grantham, which contains twenty-three thousand four hundred and fifteen acres, is, with the exception of a narrow ridge along its south-west border, situated below the "mountain." The township commenced settling in seventeen hundred and eighty-four, when land was selling at seven pence half-penny per acre. In eighteen hundred and seventeen it contained about twelve hundred inhabitants, and land had risen in value to fifty shillings per acre. The township now contains two thousand eight hundred and eighty-seven inhabitants, two grist and two saw mills, and produced from the crop of eighteen hundred and forty-nine, fifty-six thousand bushels of wheat, twenty three thousand bushels of oats, and fifteen thousand bushels of mangel wurzel, besides eighteen thousand pounds of butter. Wild land is valued at three pounds, and cleared farms at ten pounds per acre. The Welland Canal is carried through the township, and the town of St. Catharines is situated on it. The land is generally level, and the soil loam, varying in its consistence; the timber, a mixture of hardwood and pine, the hardwood predominating.

The Welland Canal, one of the most important works ever undertaken on the continent of America, was projected in the year eighteen hundred and eighteen by Mr. Wm. H. Merritt, and was commenced in the year eighteen hundred and twenty-four. The original design of connecting Lake Ontario with Lake Erie, through the Welland and Niagara rivers, having failed from the caving in of the work at the deep cut, the Grand River was adopted as the feeder, and the difficulties of the descent were overcome by thirty-nine locks. These locks were of wood, one hundred and ten feet by twenty feet. The old works having got out of repair, it was determined to enlarge and improve the canal, by increasing the size of the locks, and constructing them in a more substantial manner. This has been done most effectively. A new cut has been made in a direct line from the Junction to Lake Erie; three miles of which was carried through the solid rock. The new locks have been made in the most substantial manner. The first lock is at Port Dalhousie, which has ten feet fall, and is of the dimensions of two hundred feet by forty-five; the next, below St. Catherines, has eight feet fall, and is of the same dimensions; then three locks in the town of St. Catharines, with twelve and a half feet fall each; between St. Catharines and Thorold, including the latter place, there are twenty locks, five of which have fourteen feet fall each, and the remainder twelve and a half feet fall each. The last lock is at Allanburg, with eighteen feet

fall. These locks are one hundred and fifty feet long by twenty-six and a half wide, and have a general depth of ten feet water.

The Welland Canal is about twenty-six miles in length, and the Grand River feeder is about twenty-two miles in length.

The total expenditure on the work since its commencement has been one million two hundred and ninety-nine thousand one hundred and eighty-six pounds, six shillings and two pence. A tolerable sum for a poor country to expend on one work; but the following tables will show the importance of the canal to the western country:

PRINCIPAL *articles of property passed through the Welland Canal, during the season of navigation, in the year* 1835.

FROM BRITISH TO BRITISH PORTS.

UP TRADE.		DOWN TRADE.	
Article.	Quantity.	Article.	Quantity.
Shingles	40 M.	Ashes	28 brls.
Merchandize	349¾ tons.	Flour	10,307 "
Beer and Cider	199 barrels.	Pork	587 "
Flour	210 "	Whisky	354 "
Salt	458 "	Salt	17 "
Whisky	92 "	Hams	5 "
Apples	20 "	Boards	1,109,005 feet.
Pork	110 "	Square Timber	26,312 cub. ft
Barley	1573 bushels.	Pipe Staves	33,935 No.
Potatoes	399 "	Saw Logs	13,933 No.
Castings	40 tons.	Shingles	166 M.
Plaster	3 "	Iron	126½ tons.
Staves, W. I.	5800 number.	Plaster	467½ "
Boards	20,465 feet.	Castings	86¼ "
		Wheat	5064 bushels
		Barley	175 "
		Tobacco	360½ hhds.
		Staves, W. I.	37,000 No.
		Merchandize	9 tons.
		Lard	6 kegs.

FROM BRITISH TO AMERICAN PORTS.

UP TRADE.		DOWN TRADE.	
Article.	Quantity.	Article.	Quantity.
Boards	211,860 feet.	Staves, West India	14,009 No.
Shingles	25,000 M.	Staves, Pipe	184,487 No.
Flour	202 barrels.	Flour	1295 barrels.
		Wheat	4802 bushels.
		Square Timber	76,648 cubic ft.
		Saw Logs	4114

FROM AMERICAN TO BRITISH PORTS.

Up Trade.		Down Trade.	
Article.	Quantity.	Article.	Quantity.
Merchandize	10½ tons.	Wheat	18917 bushels.
Salt	1093 barrels.	Staves, Pipe	8060 No.
Coal	2 tons.	Pork	5406 barrels.
		Flour	100 "
		Merchandize	7 tons.
		Coal	239¾ "
		Castings	11 "
		Staves, W. I.	1000 M.

Statement *of the principal articles passed through the Welland Canal, from the opening to the close of navigation, in the years* 1842, 1844, 1847 *and* 1849.

Article.	Quantity in 1842.	Quantity in 1844.	
Beef and Pork	87394	41976	barrels.
Flour	247602	305208	"
Ashes	441	3412	"
Beer and Cider	234	50	"
Salt	152533	209008	
Salt		4204	bags.
Whisky	3142	931	barrels.
Plaster	310	2068	"
Fruit and Nuts	459	470	"
Butter and Lard	1259	4639	"
Seeds	609	1429	"
Tallow		1182	"
Water Lime	316	1662	"
Pitch and Tar		75	"
Fish	838	1758	"
Oatmeal		132	"
Bees' Wax		36	"
Oil	2	96	"
Saw Logs	8885	10411	number.
Boards	4199590	7493574	feet.
Square Timber	267242	490525	cubic feet.
Half Flatted Timber		13922	"
Round Timber	7231	20879	"

STATEMENT *of the principal articles, &c.—Continued.*

Article.	Quantity in 1842.	Quantity in 1844.
Staves, Pipe	1253405	630602 No.
Do. West India	1128506	1197916 "
Do. double flour barrel	260700	130500 "
Shingles	217000	330400 "
Wheat	1891380	2122592 bushels.
Corn	151164	75328 "
Barley	20	930 "
Rye	1764	142 "
Oats	12240	5653 "
Potatoes	1050	7311 "
Butter and Lard	1917	4669 kegs.
Merchandize	3539	11318½ tons.
Coal	2301	1689 "
Castings	213	211 "
Iron	237	1748 "
Tobacco	277	140 "
Grindstones	220	151 "
Plaster	935	1491 "
Hides	16	101 "
Bacon and Hams	41	307 "
Bran and Shorts	392	231 "
Water Lime		441 "
Stone	311	738 toise.
Firewood	402	3251 cords.
Passengers	1229	3261 number.
Small packages	496	459 "
Pumps	112	102 "
Schooners	2226	2121 "
Steamboats and Propellers	34	484 "
Scows	1430	1671 "
Rafts	78	118 "

DOWN TRADE.

Article.	Quantity in 1847.	Quantity in 1849.
Wheat	3605584	3260390 bushels.
Flour	182165	176746 barrels.
Corn	939456	439125 bushels.
Butter	6464 kegs	
Do.	1390 brls.	
Hams	153¾	1410½ tons.
Tallow	886	1865 barrels.
Pork	22133	70540 "
Oil Cake	120	17¾ tons.

STATEMENT *of the principal articles, &c.—Continued.*

DOWN TRADE.

Article.	Quantity in 1847.	Quantity in 1849.
Lard	.....	385 barrels.
Do.	.....	27858 kegs.
Cheese	2	10¾ tons.
Wool and Hemp	186¼	5½ "
Merchandize	111¾	307½ "
Furniture	43¾	26¼ "
Whisky, Fish and Oil	3718	6359 barrels.
Sugar	5	32¾ tons.
Tobacco	169½	191 "
Grindstones	475¾	335¾ "
Leather	14½	10½ "
Salt	.....	81¼ "
Coals	3485¾	5533¼ "
Lead	.....	1¼ "
Water Lime	25	3 barrels.
Passengers	86	81 number.
Square Timber	43556	264768 cubic feet.
Boards	1554030	3329300 feet.
Flour Barrel Staves	33	30 M.
Pipe Staves	1199	415 M.
West India Staves	490	1539 M.

UP TRADE.

Article.	Quantity in 1847.	Quantity in 1849.
Wheat	25939	2385 bushels.
Flour	20	2133 barrels.
Peas and Oats	700	1500 bushels.
Butter	.....	291 kegs.
Pork	21	69 barrels.
Lard	Barrels, 3	
Sheep Skins	152	8 bales.
Cheese	½	½ ton.
Wool and Hemp	Bags, 90	
Merchandize	8817¼	8878¾ tons.
Furniture	{ 166	97½ "
Whisky, Fish and Oil	{ 2141	1100 barrels.
	16½	2936 "
Sugar	.....	823¼ tons.
Tobacco	.....	12 "
Bricks	5½	371 "
Salt	282439	11920 bags.
		354322 barrels.
Coals	685¼	663 tons.
Iron, Castings, &c.	8627½	16916 "
Water Lime	5167	10625 barrels.
Passengers	1577	1373 No.
Timber	1000	9270 cubic feet.
Square Timber	Cb. feet, 1700	
Boards	1125	153000 feet.
Shingles	40 M.	
Flour Barrel Staves	5	11 M.

AGGREGATE *amount of Tonnage which passed through the Welland Canal, in the years* 1842, 1844, 1847, *and* 1849.

		1842.	1844.	1847.	1849.
Down Trade	Tons	304,983	327,570	190,653	176,731
Up Trade	Tons	.....	.....	65,183	88,595
Total	Tons	304,983	327,570	255,836	265,326

The importance of the canal, in a commercial point of view, cannot be over estimated, connecting as it does the two lakes, and enabling the produce of the whole western country to reach the St. Lawrence, and consequently the seaboard; while the amount of hydraulic power gained by its construction,—a fall of more than three hundred feet, with Lake Erie for a mill pond,—is such as probably no country in the world can equal within a similar space. And there is no doubt that considerable manufacturing towns will eventually spring up on the canal. The unlimited supply of water power for turning machinery, with the facility of obtaining coal from the Ohio mines, at a small expense, offer advantages such as few places in the Province possess for similar undertakings. The sites obtainable on the canal for building purposes are numerous, and are to be found at Dunnville, Marshville, the south side of the Aqueduct, Port Robinson, Allanburg, and Port Dalhousie; but the principal locality is in the distance of four miles between Thorold and St. Catharines, between which places there is a fall of about three hundred feet. The following are the principal regulations and terms laid down by the Government for the occupation of sites, (or "privileges," as the Yankees term them,) and the consumption of water.

In the granting of "privileges," preference will be given in the following order:

1st. To Manufactories requiring the aid of expensive machinery, and the employment of considerable labour.

2d. To Grist Mills.

3d. To Carding or Fulling Mills, &c.

4th. For Mechanical purposes, such as planing, turning; pail, last, wainscot, and sash-making, &c.

5th. Saw Mills.

The water in all cases to be applied through the medium of driving-wheels of the most approved modern principle, as to small consumption of water. The regulating weir and gates, for the discharge of the

water through the canal bank, to be constructed by the Department of Public Works—six per cent. on the cost of which is to be paid by the tenant, in addition to his rent. The flumes, head and tail races, to be made by the tenant; and the water, when returned into the canal, is to be discharged in the manner and direction approved of by the superintendent of the canal—with whom will also rest wholly the management and regulation of the water generally, so that no interruption or inconvenience to the navigation shall take place.

The risk of the supply of surplus water, to rest with the proprietors of the mills, &c.; and from the low rents fixed on, no allowance whatever, or abatement of rent, will be made for any stoppage of water that might at any time be necessary, either for canal repairs, or other purposes, unless it shall exceed six months.

On the application for a lease been accepted, ten pounds are to be paid by the applicant, and if his erections are not commenced and duly proceeded with, within six months, this deposit and his lease shall be forfeited and revoked; if they are duly proceeded with, the deposit will be credited to his rent.

The rent is to commence six months after the application is accepted of, and be payable half-yearly; and if not paid within one month after it is due, the supply of water to be stopped until it is paid; and if it shall remain unpaid for six months, the lease to be revoked, and the water may be let to other parties.

Every applicant to give satisfactory security as to his ability and means to proceed with the erection of the intended premises.

The nature of the lease to be granted in all cases is for ten years, renewable as each term expires, unless the Government deem it expedient to recall it, on the expiration of each or any term, when they will have the power of doing so, on making compensation to the lessee for the value of his erections: the amount to be determined by arbitration.

The *ground-rent* for the site of a mill or manufactory to be five pounds a year. Where more yard accomodation is required, the ground-rent to be fixed in proportion, but it is not in any case to exceed twenty-five pounds per acre per annum.

For the letting of water power, the quantity of water sufficient to propel one run of stones, with the approved water-wheel, taken in connection with the respective falls, is assumed as the basis.

For this quantity of water power applied to grist mills, fifteen pounds a year rent is required for one run of stones. Twelve pounds ten shillings, in addition, for each extra run.

The same rates are fixed on, for water applied to all other machinery enumerated, except for saw mills, which are to pay at the rate of twenty pounds per annum for a single saw, and fifteen pounds for each additional saw.

All applications for sites or water to be made to the Superintendent of the Welland Canal, at the Welland Canal office, St. Catharines.

Following the line of the canal, northwards from Port Robinson, after travelling two miles you reach Allanburg, a village containing about three hundred inhabitants. There is a lock here on the canal, with a fall of about eighteen feet, and two grist and two saw mills have been erected. There are also in the village two woollen factories, a tannery and a Methodist church. From Allanburg a road runs direct to Drummondville and the Falls of Niagara; distance six and seven miles.

From Allanburg to Thorold is four miles. This place has greatly increased in size within the last few years, and now contains a population of about twelve hundred. The hydraulic powers of the canal have here been taken advantage of to a considerable extent, and five grist mills have been erected, having an aggregate of fifteen run of stones; also a saw mill, containing one upright and two circular saws, and two planing machines. There are also attached to the establishment a machine shop and carding machine. A cotton factory was in operation here for some time, but has ceased working, and the establishment, with machinery, &c., is for sale.

Thorold also contains a tannery, broom factory, plough factory, soap and candle factory and two potteries. Three churches, Episcopal, Methodist and Catholic. Half a mile from the village is a plaster mill; and in its immediate neighbourhood extensive quarries of both gray and white limestone, and hydraulic cement are worked.

From Thorold to St. Catharines you descend the "mountain," over a very bad road, macadamized with stones about the size of a teakettle, or rather, to speak more correctly, the loose and broken fragments of rock left in constructing the locks, have been allowed to remain where they happened to fall, to the great detriment and danger of wheels, springs and axletrees. Other roads may be travelled between the two places, but this is the shortest, being only four miles. After descending the mountain you follow the line of canal till you reach St. Catharines.

St. Catharines, which aspires to rival Hamilton, is fast rising into a place of importance. It is an incorporated town, and its appearance is much improved within the last few years; a better class of buildings having been erected. Its population is stated at about three thousand four hundred; this is rather less than the number stated in the Gazetteer, but it must be borne in mind that at that time extensive works were in pro-

gress on the canal, and a large body of labourers was employed on it; besides the coloured company and police employed to keep the labourers in order. The works being now completed, the labourers have been dismissed, and the police and coloured corps disbanded, consequently the principal portion of the population on the canal may now be considered as *resident* inhabitants.

St. Catharines contains a handsome town-hall of cut stone, a market house and reading room; seven churches, Episcopal, built of stone, Presbyterian, of brick, Free church the same, Methodist, Baptist, Baptist for coloured people, and Roman Catholic. There are in the town six grist mills, having an aggregate of twenty-eight run of stones. We were unable to obtain a correct account of the quantity of flour made during the last season, but three of the mills made above seventy-two thousand barrels. St. Catharines also contains a woollen factory, two foundries, five machine shops, an axe and edge tool factory, a saw mill, pail factory, last factory, ship yard and dry dock, telegraph office, marble factory, brewery and two distilleries; a nursery and two newspapers, the "Constitutional" and "Journal."

The stages from Hamilton to Niagara and Buffalo pass through the town. Six vessels are owned in St. Catharines, having an aggregate tonnage of eleven hundred and fifty tons; and a propeller is now building of three hundred and fifty tons register, capable of carrying four thousand barrels of flour; also a schooner of two hundred and fifty tons, intended for the Halifax trade. The Upper Canada, Commercial, and Montreal Banks have agencies here.

A salt spring was formerly worked here; a company was formed in the year eighteen hundred and thirty-five, who went to considerable expense in sinking a well and erecting machinery; and they say that when wood was plentiful and cheap they used to make from twenty-five to thirty bushels of salt per day; for some time, however, the manufacture has been discontinued, the speculation not being a profitable one.

St. Catharines is considered at the head of the ship navigation of Lake Ontario, the largest vessels that at present navigate the lake being able to ascend to the town. The Welland Canal office is kept here, and there is a resident collector of customs. We were unable, however, to obtain a list of exports; the last year's account, (although it was the middle of January when we were at the office,) not being made up; so at least we were informed by the collector.

From St. Catharines to Port Dalhousie, at the termination of the canal, is about five miles; a harbour has been constructed here, at the entrance of the Twelve-mile Creek. The village, however, does not

grow much, St. Catharines absorbing the business of this end of the canal.

From St. Catharines to Niagara three different roads are travelled; the "lake shore road," about fifteen miles; the "swamp road," which is twelve miles; and the road by Queenston, which is seventeen miles. The swamp road, which is the shortest, is a good road in summer, or in winter when the sleighing is good, but we lately traversed it in a sleigh during the January thaw, when a *boat* would have been a more appropriate vehicle. The land from St. Catharines to Niagara, through which this road passes, being perfectly level and much of it rather low, and not particularly well drained, the water in the spring and fall accumulates on it and renders it almost impassable. The timber is generally hardwood, with a little pine occasionally scattered in. On the road, about four miles from St. Catharines, is a small settlement called Lawrenceville, it contains about sixty inhabitants, and three churches, Presbyterian, Methodist and Baptist.

Niagara, lately the district town of the Niagara District, and now the county town of the united counties of Lincoln and Welland, was formerly called Newark. It is one of the oldest settlements in Upper Canada, and was for a short time the capital of the country. It was once a place of considerable business, but since the formation of the Welland Canal, St. Catharines, being more centrically situated, has absorbed its trade and thrown it completely in the shade. The town, however, is airily and healthily situated, and is a pleasant summer residence, and will remain a quiet country town, frequented during the summer season by families having spare time and spare money, by health-seekers and hypochondriacs. Many schemes are projected by parties having property in the town to endeavour to resuscitate it, and bring back the trade of the olden times, but none of them promise sufficiently well to tempt those who must furnish the means to run the risk.

The Niagara Harbour and Dock Company formerly did a large business, and many first class vessels have been built here, and at their ship yard at Chippewa; latterly, however, from some cause or other, affairs did not prosper with them, and the whole concern was sold by the sheriff, and the establishment passed into private hands. Work is still executed here in the various departments of ship building and repairing, engine making, &c.

A little below the town is Fort Mississaga, and a short distance above it are the ruins of Fort George. Niagara is incorporated, and is the head quarters of the Royal Canadian Rifles. A new stone court house and jail was erected in the centre of the town between four and five years since, and is a substantial building Two newspapers are published

here, the "Chronicle" and "Mail." There is a resident collector of customs who is also agent for the Upper Canada Bank. There are five churches in Niagara, Episcopal, Presbyterian, Methodist, Baptist and Catholic.

The quantity of produce shipped from Niagara is small, but even that we could not get an account of, the collector as he told us, "not having made up his accounts."

From Niagara to Queenston, seven miles distant, the road runs for most of the distance within sight of the Niagara river. You first cross the garrison reserve, then a small extent of oak plains, and then the road becomes bordered with good farms, most of which have large orchards. The land is generally gently rolling, the timber hardwood, with a few cedars bordering the river.

Queenston is a village containing about two hundred inhabitants; it is situated at the head of navigation of the Niagara river, and at the foot of the heights, and is most noted as being the scene of the sanguinary action, known as the "battle of Queenston heights." The banks below the village are seventy feet in height, and above the village are two hundred and thirty feet high. The river is here only six hundred feet in width. A suspension bridge is now nearly completed across the river from Queenston to Lewiston, owned by a joint company of Canadians and Americans. It is supported by wire cables, ten in number, carried over stone towers, the distance between which is one thousand and forty feet. The total length of the cable is twelve hundred and forty-five feet; the length of roadway, eight hundred and forty-nine feet; and the width of roadway twenty feet. The bridge is supposed to be capable of bearing a weight of eight hundred and thirty-five tons without breaking, and will cost about twelve thousand five hundred pounds.

The Telegraph Company have an office here, and a railroad has been in operation for some years from hence to Chippewa; the cars, however, only run in summer, and are propelled by horse power. A macadamized road has also been formed from Queenston to St. Catharines, and on it is one toll-gate. There are three churches, Episcopal, Presbyterian and Baptist, and a tannery. A horse ferry-boat plies across the river to Lewiston.

Leaving Queenston for the falls, seven miles distant, you ascend the heights, and looking to the north you have a fine view of the surrounding country. You pass the ruins of Brock's monument, which, although destroyed in eighteen hundred and forty-one, has not yet been rebuilt.

Four miles from Queenston you pass through the pleasant village of Stamford, which is situated about a mile and a half from the Niagara river, and contains about two hundred and fifty inhabitants, and three

churches, Episcopal, Presbyterian and Wesleyan Methodist. Here are two hop yards, on one of which, containing three acres, a ton of hops was raised during the last season.

About one mile from the village, on the road to St. Davids, are two grist mills, a brewery and distillery.

Three miles from Stamford you reach the village of Drummondville, situated about a mile back from the falls. It is a pleasant looking village, and would be an agreeable place of residence, were it not for the continuous, monotonous, rumbling sound of the cataract, resembling the noise of some huge spinning mill; but no doubt the residents, after some time, get so much accustomed to it as not to notice it. Drummondville contains about five hundred inhabitants; a brewery and tannery, and four churches, Episcopal, Presbyterian, Methodist and Baptist. On a hill, immediately above the village, on the road called Lundy's Lane, (the road leading from the falls to Allanburg,) are two observatories for the accommodation of visitors; the highest of which is said to be eighty feet in height. From Drummondville to the Clifton House, at the falls, is about a mile.

So much has been already published respecting the great cataracts, that it is going over old ground to describe them; still, as a work on Canada would not seem complete without some notice of one of the chief "wonders of the world," we shall devote a small space to a short description of them. The first published notice we have of the falls, is from the travels of Father Hennepin, published in Utrecht in sixteen hundred and ninety-seven, and in London in sixteen hundred and ninety-eight. He says: "Betwixt the Lake Ontario and the Lake Erie there is a vast and prodigious cadence of water, which falls down after a surprising and astonishing manner, insomuch that the universe does not afford its parallel. This wonderful downfall is about six hundred feet, and composed of two great cross streams of water, and two falls, with an island sloping across the middle of it. The waters which fall from this horrible precipice, do foam and boil after the most hideous manner imaginable, making an outrageous noise, more terrible than that of thunder; for when the wind blows out of the south, their dismal roaring may be heard more than fifteen leagues off. The Niagara river, at the foot of the falls, is a quarter of a league broad."

Hennepin's description was illustrated by a plate, in which Goat Island is represented in the same position with regard to the falls as it now occupies, leading to the belief that no great change has taken place in the appearance or position since his day.

From Lake Erie to the rapids, which commence immediately below the mouth of the Chippewa, is sixteen miles, the fall in which distance

is not more than twenty feet; from the commencement of the rapids to the verge of the horse-shoe fall, there is a descent of fifty-seven feet, and to the American fall, fifty-two feet; between the base of the falls and Queenston it rushes rapidly along, and has a fall of a hundred and one feet. The horse-shoe fall is about nineteen hundred feet across, and has a fall of a hundred and fifty-eight feet; the American fall is nine hundred and twenty feet across, and has a fall of one hundred and sixty-four feet. The whole width of the river at the falls is about three-quarters of a mile. Three miles below the falls is the whirlpool, and below that is a deep ravine, called the "bloody run," from an Indian fight which occurred there in the year seventeen hundred and fifty-nine. On the American side of the river, dividing the falls, is a large island; this was formerly for many years known as Goat Island, but the Americans, who are fond of fine names, have changed it to Iris Island. It is laid out as a pleasure ground, and the proprietor must make a pretty good annual profit of it. On the Canadian side are two large hotels, the Clifton House and the Pavilion. A large addition is making to the former house during the present winter, and when completed it will contain about a hundred rooms. This is decidedly the best point from whence to view the whole extent of the falls.

It is the opinion of many persons, that the falls were once situated at Queenston, and such appears to be the impression of Mr. Lyell, the geologist. In treating on the subject, he says: "The first feature which strikes you in this region is the escarpment, or line of inland cliffs, one of which runs to a great distance east from Queenston. On the Canada side it has a height of more than three hundred feet. The first question which occurs when we consider the nature of the country is, how the cliffs were produced; why do we so suddenly step from this range to the gypseous marls, and then so suddenly to the subjacent shale and sandstone. We have similar lines of escarpment in all countries, especially where the rock is limestone; and they are considered to be ancient sea-cliffs, which have become more gentle in their slope, as the country has emerged from the ocean. You may perhaps ask if the Ontario may not once have stood at a higher level, and the cliffs have been produced by its action, instead of that of the ocean. Some of you may have rode along the ridge road, as it is called, that remarkable bank of sand which exists parallel, or nearly so, to the present borders of Lake Ontario, at a considerable height above it. I perfectly agree with the general opinion respecting this, that it was the ancient boundary of Lake Ontario. In some parts of it fresh-water shells have been found. You cannot explain the escarpment by the aid of the action of the lake, for it extends farther and not in the same

direction. When the land emerged gradually from the sea, as it is now doing, the sea would naturally create those sea-cliffs, and during the upheaval they would of course become inland. In Europe, proofs that limestone rocks have been washed away are abundant. In Greece, in the Morea, this is especially conspicuous. We have there three limestones one above the other, at various distances from the sea. Along the line you may see literal caves worn out by the action of the waves. The action of the salt spray, which has also effected a sort of chemical decomposition, is also easily to be observed. So completely is this the case with each of these lines that you cannot doubt for an instant that here is a series of inland cliffs; and this phenomenon being so certain in the Morea, leads us by analogy to infer that these escarpments of the district were produced by a similar cause."

It is not disputed that there is some change going on at the falls, even now. There occurs, as we know, occasionally a falling down of fragments of rock, as may be seen at Goat Island. The shale at the bottom is destroyed in consequence of the action of the spray and frost; the limestone being thus undermined, falls down; and it has been believed that in this way there has been a recession of about fifty yards in about forty years; but this is now generally admitted to have been overstated. There is at least a probable recession of about one foot every year; though part of the fall may go back faster than this; yet if you regard the whole river, even this probably will be something of an exaggeration. Our observations upon this point are necessarily imperfect; and when we reflect that fifty years ago the country was perfectly wild, and inhabited by bears, wolves, and here and there a hunter, we shall think it surprising that we have any observations at all, even for such a period back. We have an account of the falls, given by Father Hennepin, a French Missionary, who gives an exaggerated description of them, and yet one which is tolerably correct. He represents a cascade as falling from the Canada side across the other two. He says that between Lake Erie and Lake Ontario, there is a vast and wonderful waterfall; after speaking of this, he says there is a third cascade at the left of the other two, falling from west to east, the other falling from south to north. He several times alludes to the third cascade, which he says was smaller than the other two. Now, those who consider that because Father Hennepin gave the height of the falls at six hundred feet, small value is to be attached to his testimony respecting any part of the country, do him injustice. I think it perfectly evident that there must have been such a third cascade, falling from west to east, as that to which he alludes.

A Danish naturalist, in seventeen hundred and fifty, who came to this country and visited the falls, of which he has also given us a description, which was published in the Gentleman's Magazine, in seventeen hundred and fifty-one, also gives a view of the Falls. In its general features his description agrees well with that of Father Hennepin. He went seventy-three years after him, and there was then no third cascade. But the point where Father Hennepin had put his cascade, he had marked, and says that, "that is the place where the water was forced out of its direct course by a prodigious rock, which turned the water and obliged it to fall across the falls." He goes on to say, that only a few years before, there had been a downfall of that rock; which was undoubtedly part of the table rock; and after that the cascade ceased to flow. Now, it does not appear whether he had ever seen Hennepin's account or not, he only mentions the fact that there had been a third cascade; and it is a striking confirmation of the accuracy of Father Hennepin's description. We find these two observers, at an interval of seventy years apart, remarking on the very kind of change which we now remark as having taken place within the last fifty years; an undermining of the rock, and a falling down of the limestone, and a consequent obliteration of the fall. Every one who has visited the falls, on inquiring of the guides about the changes that have taken place, may have been told that the American fall has became more crescent-shaped than it was thirty years ago, when it was nearly straight. The centre has given way, and now there is an indentation of nearly thirty feet. The horse-shoe fall also has been considerably altered. It is not of so regular a crescent shape as formerly, but has a more jagged outline, especially near Goat Island; it has less of the horse-shoe shape, from which it derives its name, than when it was given. It is quite certain that things there are not stationary; and the great question is, whether, by this action, the whole falls have been reduced in this manner. From representations made by other travellers, I was desirous of ascertaining whether fresh water remains were found on Goat Island, as had been said; for it would be striking if on this island there should be a stratum of twenty-five feet of sand and loam, pebbles and fresh water shells. They were found there, and I made a collection of several species of shells found on the island; among them were the *planorbis*, a small *valvata*, and several other kinds. They were of kinds generally found living in the rapids, in the river above, or in the lake.

In digging a mill-race there, only a few years since, there were found a great number of shells, and also a tooth of a mastodon, some twelve or thirteen feet below the surface. It was the common Ohio mastodon, and must have been buried beneath these twelve or thirteen feet of fresh-

water deposit, one layer at a time, each containing different shells. In answer to my question, whether similar shells were ever found lower down? the guide said he would take me to a place, half a mile below, where the strata had been laid open. We found there deposited in the rock a small quantity of fresh-water shells, showing that this old deposition extended down to that distance. Here we have proofs that the river once stood at a higher level, and in a tranquil state; and there is every appearance of the rock having been like a solid barrier to hold the waters back in a lake-like state, so that they might throw down those fresh-water deposits at that height. You will understand this better, if you consider that if the falls go on receding, no matter at what rate,—an inch, a foot, a yard a year,—in the course of time the whole must recede considerably from its present condition. What proofs should we have of this afterwards? You will easily see that if the river should cut its way back to a certain point, the effect would be to remove the rocky barrier, the limestone of the rapids, which has been sufficient to pond the river back. But if the river cuts its way back, this barrier could no longer exist; the channel would be deepened, and the deposits existing high and dry upon the land, would become proof of the recession. This kind of proof we have that the falls have receded three miles from the whirlpool, the limestone having been higher at the whirlpool than the river at the falls. It may be well to say, that the beds all dip to the south, at the rate of about twenty-five feet in a mile. In seven miles the dip causes a general rise of the platform to the north, so that when at the top of the cliff, you are at a greater height than the level of Lake Erie; and if the falls were formerly at Queenston, their height was probably near double what they now are.

Mr. Hall suggested that at that time the whole fall was not at one place, and I think it quite likely that such was the case. There is reason to believe that one fall was upon the quartz-oze sand below, and the other on the Protean bed. The upper part would of course recede faster than the lower, because it is softer, as is seen to be the case at Rochester; but the limestone becoming thicker and harder, would recede more slowly. There may have been several falls, as at Rochester, each one of them being less high than at present, and yet the whole being nearly double its present height.

I told you that the river fell about one hundred feet between the base of the falls and Lewiston, so that the bed slopes at that rate. This slope of the river, and then the upward slope of the platform, are the reasons why the falls are now of less height than formerly; so when we carry ourselves back in imagination to the time when the river had not receded so far, we have a barrier of limestone much higher. The valley in

which the river then flowed must have been much narrower than its present ravine. The distance now from the Canada to the American side is about three-quarters of a mile, whereas at half-a-mile below it is only half that distance.

Farther investigations, by tracing the fresh-water deposits lower, will give more precise information.

You might suppose that if we find the remains of a mastodon in a fresh-water deposit so lately laid dry, as that near the village of Niagara, and only twelve feet below the surface, the mastodon has lived in the country at a modern period; you might think that a few centuries would have been sufficient for the accumulation of twelve feet of shelly sandstone and limestone, and that it may have been recently that this mastodon was buried, when the barrier was at the whirlpool, before this twelve feet of fluviatile strata were deposited. Yet these strata are older than the whirlpool.

Among the objections to the supposition that the ravine was cut out by the Niagara one is, that at the place called the "devil's hole," or the "bloody run," the ravine must have been cut by some more powerful cause, than by a slight stream.

But this I regard as no objection at all, for on examining the nature of the soil, &c., I am convinced that even the small stream which now flows, would have been perfectly competent to cut out the ravine, and that we need look for no more powerful cause.

Suppose the falls once to have been near Queenston, they would recede differently at different times; faster when the soft shale was at the base, at other times slowly when the hard sandstone was to be cut through. First of all comes the quartz-oze sandstone for a certain distance; then the falls recede slowly, but more rapidly when it came to the soft shales. Then comes the sandstone again at the base, which now extends to the whirlpool, and here the movement was slow. It probably stood for ages at the whirlpool. Then for another period it receded more rapidly; and it is probable that for the last mile its recession has been comparatively slow, because the Protean group, and about twenty feet of sandstone, making about fifty feet of hard rock at the base, were to be cut through. It is certain that the movement now is at a faster rate, as the shale is exposed."

It has been estimated that about fifteen millions cubic feet of water fall over the cataract every minute.

In eighteen hundred and eighteen a portion of the table rock became loosened and fell, and in eighteen hundred and twenty-eight a large mass fell from the centre of the horse-shoe fall. It destroyed in a great measure the horse-shoe form, and left the shape much more

angular. In the fall of eighteen hundred and fifty the whole of the table rock fell with a terrible crash, fortunately no one was injured, although several persons had been on the rock a few minutes previous. A large portion of rock, said to be nearly a quarter of an acre in extent, has since fallen from near the centre of the horse-shoe fall, which has completely blocked up the passage behind the great sheet of water, and carried with it a canal boat which had been carried down the rapids and lodged near the verge of the fall some months since. Immediately above the horse-shoe fall are two small islands, covered with cedars; these are called Long Island, and Gull Island.

Numerous paintings and engravings have been executed of the falls and surrounding scenery, but as yet no artist has succeeded in doing them justice. On the whole we are inclined to consider the winter view the finest, although at that season of the year the visitor cannot enjoy himself in rambling about the falls as he would in summer, the risk and danger of slipping from the frozen rocks being too great to be hazarded. Every square foot of land on the American side is turned into a show ground; nor are places of amusement wanting on the Canadian side. First and foremost stands Barnett's museum, which is worth visiting, besides which are other places where refreshments are to be obtained, and Indian curiosities, crystals obtained from the rocks in the neighbourhood, and other articles are to be purchased.

Occasionally, but very seldom, the river below the falls becomes blocked up with ice, so as to make it safe crossing from one side to the other; this usually occurs during the January thaw, when immense quantities of ice have become loosened and detached from the lakes and rivers above, and are carried down the falls faster than the river can carry them off, and the channel becoming narrower a short distance below the cataract, the ice becomes wedged up, and gradually accumulating, forms a hard irregular, frozen mass, which generally remains till the approach of spring. On the thirtieth of January, eighteen hundred and forty-two, the channel was thus obstructed, and an ice bridge formed, and again in the winter of eighteen hundred and forty-five and six. The ice is said to have obstructed the channel but twice before during the last twenty-five years. All the islands, and both banks of the river are covered with cedars.

A short distance above the falls are Street's mills; these however are not reachable by vehicles from the falls—and to proceed to Chippewa it is necessary to return to Drummondville, or to strike the main road by going through the ravine. From Drummondville to Chippewa is three miles; a macadamized road has been formed between the two

places. The drive is a pleasant one, for part of the distance within sight of the rapids.

Chippewa, which is situated on both sides of the Chippewa or Welland river, in the townships of Stamford and Willoughby, (having a swing bridge to connect the two portions of the town), contains about one thousand inhabitants. The place has not increased much in size during the last few years, but a better class of buildings has been erected. A large tannery is in operation, and twenty-two thousand sides of leather, four thousand calf skins, and two thousand sides of upper leather were manufactured last year. There are also in the village another tannery, a steam saw mill, and foundry; three churches, Episcopal, Presbyterian and Wesleyan Methodist; a collector of customs, and an agent for the Gore Bank.

About three miles from Chippewa, in the township of Willoughby, is a sour spring. The water is very acid to the taste, and strongly impregnated with sulphuretted hydrogen. On analysis the acid was ascertained to be the sulphuric. Protosalts of iron, and small quantities of lime, magnesia and alum were also detected in it.

During the summer a steamboat runs daily from Chippewa to Buffalo. Nearly opposite Chippewa is situated Navy Island, noted for its ocupation, during the rebellion, by a party of rebels and "sympathisers," alias *American vagabonds.*

From Chippewa a road runs to Port Robinson, distant about eight miles. The land is generally flat or gently undulating; and the Welland river for some miles has a very different appearence from most Canadian rivers, the channels of which generally appear as if excavated by mountain torrents. The Chippewa, on the contrary is a deep, still, sluggish stream, full to the water's edge, and flowing through rather a pretty country; slightly rolling. The soil is composed of loam, varying in consistence, and the timber principally hardwood, with here and there a little pine scattered in.

From Chippewa to Waterloo, or Fort Erie, the road follows the course of the Niagara river, through the townships of Willoughby and Bertie. As early as seventeen hundred and eighty-four there were a few settlers in the township of Willoughby, although it was not surveyed and laid out till the year seventeen hundred and eighty-seven, at which time land was to be purchased at one shilling per acre. In eighteen hundred and seventeen it contained about four hundred and forty inhabitants, and land had risen in value to twenty-five shillings per acre. In eighteen hundred and fifty it contained nine hundred and seventy inhabitants and two saw mills, and produced from the crop of eighteen hundred and forty-nine, thirty-one thousand bushels of wheat, eighteen thousand bushels of

oats, nearly five thousand pounds of wool, and eight thousand seven hundred pounds of butter; and land was valued at three pounds per acre for wild, and four pounds ten shillings for cleared farms. The surface of the country is rather flat, and portions of it are low. The timber is principally hardwood, with a mixture of pine. Willoughby contains eighteen thousand six hundred and sixty-six acres.

Passing through Willoughby we reach Bertie, a township double the size of the preceding, containing thirty-eight thousand three hundred and ninety acres. The soil and timber of Bertie much resemble those of Willoughby. The township commenced settling in seventeen hundred and eighty-four, when land was to be purchased at one shilling and three pence per acre. In eighteen hundred and seventeen it contained about sixteen hundred inhabitants, three grist and five saw mills, and land had risen in value to thirty-five shillings per acre. In eighteen hundred and fifty it contained a population of two thousand and thirty-six, three grist and nine saw mills, and produced from the crop of eighteen hundred and forty-nine, forty-two thousand bushels of wheat, thirty-five thousand bushels of oats, ten thousand bushels of Indian corn, twelve thousand pounds of maple sugar, and eighteen thousand pounds of butter. Wild land was valued at three pounds, and cleared farms at four pounds ten shillings per acre.

About eight miles from Chippewa is situated a small village called Stevensville, where is a post office, and eight miles beyond this is the village of Waterloo, situated about two miles below the entrance of Lake Erie, and containing about two hundred and fifty inhabitants. Here is a grist mill, also a post office, and a collector of customs. A ferry-boat plies between Waterloo and Black Rock on the American side.

Above Waterloo, at the upper extremity of the Niagara river, are the remains of Fort Erie, the destruction of which, during the American war, has been previously mentioned.

Returning to Queenston we pass through the township of Stamford, of which we have not yet spoken. This township commenced settling in seventeen hundred and eighty-four, when wild land was selling at one shilling per acre; and in eighteen hundred and seventeen it contained twelve hundred inhabitants, one grist and two saw mills, and land had risen in value to fifty shillings per acre. In eighteen hundred and fifty it contained two thousand five hundred and eleven inhabitants, two grist and no saw mills, and produced from the crop of eighteen hundred and forty-nine, forty-two thousand bushels of wheat, thirty-two thousand bushels of oats, eleven thousand bushels of Indian corn, eleven thousand nine hundred bushels of potatoes, eight thousand bushels of buck-wheat, nine thousand pounds of wool, and twenty-three thousand pounds of

butter. Wild land was valued at three pounds, and cleared farms at five pounds ten shillings per acre. This township at its first settlement was called Mount Dorchester, or township number two. It contains twenty-three thousand one hundred and thirty-two acres. The land is generally rolling, and the soil loamy. The timber hardwood with a small quantity of pine.

Returning to Queenston, we take the road back to St. Catharines. Three miles from Queenston we reach the village of St. Davids, containing a population of about one hundred and fifty; a steam grist mill, water grist mill, ashery, tannery, and soap and candle factory. There is a church in the village, belonging to the Episcopal Methodists, the use of which is allowed to other denominations. About a mile from the village a large spring issues from the mountain, about seventy or eighty feet from the summit, with a sufficient body of water to turn a mill at about one hundred and fifty yards from its source. This township (Niagara) was one of the earliest settled in the Upper Province, and from its situation its frontier was much exposed to the casualties of war, some of the details of which we have already given our readers. The northwest of the township is rather flat; the east and south rolling: and its southern border is occupied by "heights" or the "mountain." The soil varies in quality, from clay to sandy loam. The timber is mostly hardwood. In eighteen hundred and fifty it contained a population of two thousand one hundred and forty-five, possessed four grist and three saw mills, and produced from the crop of eighteen hundred and forty-nine, fifty-five thousand bushels of wheat, twenty-seven thousand bushels of oats, twenty-three thousand bushels of Indian corn, ten thousand bushels of potatoes, seven thousand pounds of wool, and twelve thousand nine hundred pounds of butter. The township of Niagara contains twenty-four thousand five hundred and ninety acres. From St. Davids to St. Catharines is about eight miles.

From St. Catharines to Jordan is seven miles, the road runs along an elevated ridge of land, and a level plain stretches away towards the lake. At Jordan the timber begins to be more mixed, and to contain a large proportion of pine. The village is situated in the centre of the east of the township of Louth, on high ground, having on its left a large and deep valley, through which flows the "twenty-mile creek." A short distance below the village the creek is large and deep enough for larger scows to navigate. A project is in contemplation to connect this creek with the Chippewa river, in order to obtain a large supply of water power. Jordan is three miles from the lake shore, and about half a mile from the mountain, and contains about two hundred inhabitants;

a carding machine and fulling mill, tannery, ashery, saw mill, and four churches, Episcopal, Methodist, Disciples and Menonist.

About a mile and a quarter south of Jordan is a grist mill, having four run of stones, and a cloth factory.

The township of Louth was first settled in seventeen hundred and eighty seven, when wild land was only worth one shilling and three pence per acre. In eighteen hundred and seventeen the township contained about seven hundred inhabitants, two grist and five saw mills, and land had risen in value to fifty shillings per acre; this, however, was for land partially cleared. In eighteen hundred and fifty the township contained seventeen hundred and eighty-six inhabitants, one grist and five saw mills, and produced from the crop of eighteen hundred and forty-nine, thirty-one thousand bushels of wheat, thirteen thousand bushels of oats, ten thousand bushels of Indian corn, and eighteen thousand pounds of butter, and cleared land had increased in value to seven pounds ten shillings per acre. The township contains nineteen thousand and eighty-four acres.

From Jordan to Beamsville, distant six miles, the road runs principally along rolling land, which is occasionally a little hilly. For two or three miles before reaching Beamsville, the road is tolerably level; being bounded on the left frequently by a range of low hills or knolls, and having a large extent of level ground stretching away towards the lake.

Beamsville, situated in the north-west of Clinton, is a village containing about three hundred and fifty inhabitants, a foundry, tannery, ashery, two potteries, a grammar school, and three churches, Presbyterian, Methodist, and Baptist.

The township of Clinton contains twenty-four thousand nine hundred and twenty-five acres, and in eighteen hundred and thirty-five it contained seventeen hundred and seventy-nine inhabitants. In eighteen hundred and fifty the population had increased to two thousand six hundred and fifty-two, and it produced from the crop of eighteen hundred and forty-nine, sixty thousand bushels of wheat, nineteen thousand bushels of oats, fifteen thousand pounds of maple sugar, ten thousand pounds of wool, sixteen thousand pounds of cheese, and thirty-three thousand pounds of butter. There are two grist and ten saw mills in the township. Wild land is now valued at ten dollars, and cleared farms average thirty dollars per acre.

From Beamsville to Smithville, in Grimsby, is seven miles. There are two roads to the village, one of which is very crooked and difficult to find; taking the other, you follow the Hamilton road for about a mile and a half, when you turn to the left, and after a short distance

ascend the mountain. The road is then tolerably straight till you reach the village.

Smithville contains a population of about four hundred and fifty, a grist mill, saw mill and woollen factory, foundry and tannery; two churches, Wesleyan Methodist and Episcopal Methodist. It is pleasantly situated on the river Jordan or twenty-mile creek, in the south-east corner of the township. About three miles from the village a lead mine was commenced working last autumn, and the ore is said to be obtained in large quantities. We were unable to visit the spot, but we examined another locality in the village itself, where lead is also to be obtained. It is the common cubic lead ore, and appeared to be contained in large quantities, in nests, in the rocks lying upon the surface of the ground. No particular search has yet been made in this locality. The limestone foundation appears to be very cavernous, and two sulphur springs discharge themselves in the immediate neighbourhood. The ore is said to be rich in silver, but not having yet had time to examine the specimens obtained, we are unable to give an opinion on the subject.

Three miles south-east from Smithville is the small village of Gainsborough, situated in the north of the township on the twenty-mile creek, and containing about a hundred inhabitants, a grist and saw mill, tannery, and Presbyterian church.

From Gainsborough a road runs nearly south across the township to the village of Wellandport. The township of Gainsborough is bounded on the south by the Welland river, on the east by Pelham, and on the west by Caistor. It contains thirty-eight thousand four hundred and fifty-one acres, and in eighteen hundred and thirty-five it contained fifteen hundred and forty-three inhabitants. In eighteen hundred and fifty this number had increased to two thousand one hundred and thirty-three. There are one grist and seven saw mills in the township, and it produced from the crop of eighteen hundred and forty-nine, thirty-six thousand bushels of wheat, twenty-five thousand bushels of oats, and eighteen thousand pounds of butter. Wild land is valued at thirty-five shillings, and cleared farms at three pounds ten shillings per acre. The land is generally rolling and the timber a mixture of hardwood and pine.

Pelham commenced settling in the year seventeen hundred and ninety, when land was valued at one shilling and three pence per acre. In eighteen hundred and seventeen it contained seven hundred and seventy-six inhabitants, three grist and six saw mills, and land had risen in value to forty shillings per acre. In eighteen hundred and fifty it contained twenty-two hundred and fifty-three inhabitants, four grist and eight saw mills, and produced from the crop of eighteen hundred and forty-nine, forty thousand bushels of wheat, twenty-five thousand bushels of oats,

sixteen thousand bushels of Indian corn, eighteen thousand bushels of potatoes, and seventeen thousand pounds of butter. Wild land is now valued at three pounds, and cleared farms at six pounds per acre. The land is generally rolling, and some parts of it are hilly. The neighbourhood of Fonthill contains the highest land between the lakes. A tornado passed over this section of country on the first of July, seventeen hundred and ninety-two, which felled to the ground nearly every tree that stood in its course. Pelham contains twenty-nine thousand and eighty-seven acres of land.

Caistor contains thirty-two thousand seven hundred and thirty-nine acres of land; it commenced settling in seventeen hundred and eighty two, and in eighteen hundred and seventeen contained only one hundred and fifty-six inhabitants, one grist and four saw mills. In eighteen hundred and fifty it contained one thousand and forty-seven inhabitants, one grist and five saw mills, and produced from the crop of eighteen hundred and forty-nine, eighteen thousand bushels of wheat, ten thousand bushels of oats, ten thousand pounds of maple sugar, and seventeen thousand pounds of butter. Land is valued at thirty shillings for wild, and four pounds per acre for cleared. The land is generally rolling and the soil a mixture of light and heavy loam. The timber consists of hardwood and pine. The Welland river waters the south of the township, and the road from Smithville to Canboro runs through the east of it.

From Smithville to Grimsby village is seven miles, to reach which you descend the mountain, which here approaches close to the village; or rather the village has been built immediately under the mountain. Grimsby is only about three quarters of a mile from the lake, and is situated on the Forty-mile Creek; it is five miles from Beamsville and ten from Stoney Creek. It contains about three hundred inhabitants, two grist and three saw mills, a brewery, distillery, and two churches, Episcopal and Presbyterian. The township contains thirty-six thousand four hundred and fifteen acres. It commenced settling in seventeen hundred and eighty-seven, when wild land in the township was valued at two shillings per acre. In eighteen hundred and seventeen, it contained eight hundred and five inhabitants, four grist and six saw mills. In eighteen hundred and fifty, the population had increased to two thousand three hundred and twenty-two, it contained three grist and eight saw mills, and produced from the crop of eighteen hundred and forty-nine, fifty thousand bushels of wheat, thirty-two thousand bushels of oats, nine thousand bushels of Indian corn, fourteen thousand pounds of maple sugar, ten thousand pounds of wool, and twenty-two thousand pounds of butter. And land had risen in value to fifty shillings for wild, and

six pounds per acre for cleared farms. The land in the township is rolling, and the soil good; the timber, a mixture of hardwood and pine.

The ridge of land running along the border of the Niagara District, called the "mountain" was, in Governor Simcoe's time, by royal proclamation, named Mount Dorchester.

The agriculture of the district is improving, and the establishment of agricultural societies will stimulate the farmers to exertion that they may not be left behind in the race of improvement. The district received last year from the government grant two hundred and fifty pounds towards the support of its agricultural societies, and one hundred pounds towards a grammar school, besides its proportion of the amount granted for the support of common schools.

NUMBER *of Common Schools in operation in the Niagara District, in* 1847, *with the amount of remuneration paid to Teachers.*

Township.	Number of Schools.	Apportionment from Legislative School Grant.	Total Annual Salary of Teachers.
Bertie	15	£ 86 9 10	£ 330 3 0
Caistor	7	29 6 0	200 0 0
Canboro	7	23 18 11	245 0 0
Crowland	10	51 8 7	359 10 0
Cayuga	9	46 7 6	220 10 0
Clinton	10	79 14 5	336 12 0
Dunn	2	14 6 11	105 0 0
Gainsborough	12	64 15 4	293 0 0
Grantham	13	151 9 2	480 0 0
Grimsby	13	74 7 4	498 15 0
Humberstone	8	68 18 2	366 10 0
Louth	7	51 18 8	458 5 0
Moulton	3	28 17 11	121 0 0
Niagara	11	138 0 5	673 12 0
Pelham	12	63 15 1	461 14 0
Stamford	11	89 16 6	566 15 0
Sherbrooke	3	11 14 5	148 10 0
Thorold	14	121 17 1	678 7 0
Wainfleet	9	43 8 11	381 0 0
Willoughby	7	42 12 9	238 17 0
Total	183	£ 1283 4 0	£ 7363 0 0

Number of Common Schools in operation for the year eighteen hundred and forty-nine:

Bertie, fifteen; Caistor, seven; Canboro, six; Crowland, ten;

Cayuga, eleven; Clinton, eleven; Dunn, two; Gainsborough, eleven; Grantham, nine; Grimsby, thirteen; Humberstone, eight; Louth, eight; Moulton, three; Niagara, nine; Pelham, twelve; Stamford, three; Sherbrooke, eleven; Thorold, fourteen; Willoughby, ten; Wainfleet, seven; town of Niagara, four; town of St. Catharines, six; total, one hundred and ninety.

EXPENDITURE *on and Revenue from Public Works, in the Counties of Lincoln, Haldimand, and Welland, up to* 31*st December*, 1849.

EXPENDITURE.

Work.	Expenditure before the Union of the Provinces.	Total Expenditure.
Welland Canal	£277,144 8 10	£1,299,186 6 2
Queenston and Grimsby Road	17,388 17 9	28,788 10 8
Dunnville Bridge		1,332 4 6
Loan to the Grand River Navigation Company.	500 0 0	500 0 0

COMPARATIVE STATEMENT *of Revenue and Expenses for the years* 1846, 1848 *and* 1849.

WELLAND CANAL.

Date.	Gross Revenue.	Expenses of Collection and Repairs.	Net Revenue.
1846	£27,410 0 0	£2,741 0 0	£24,669 0 0
1848	29,064 0 0	15,132 0 0	13,932 0 0
1849	34,742 0 0	6,250 0 0	28,492 0 0

QUEENSTON AND GRIMSBY ROAD.

Date.	Gross Revenue.	Expenses of Collection and Repairs.	Net Revenue.
1846			
1848	£ 184 0 0	£ 30 0 0	£ 154 0 0
1849	67 0 0	33 0 0	34 0 0

PORT MAITLAND.

Date.	Gross Revenue.	Expenses of Collection and Repairs.	Net Revenue.
1846	£ 34 0 0		£ 34 0 0
1848	33 0 0	£ 2 0 0	31 0 0
1849	56 0 0	3 0 0	53 0 0

PORT DALHOUSIE.

Date.	Gross Revenue.	Expenses of Collection and Repairs.	Net Revenue.
1846	£ 43 0 0		£ 43 0 0
1848	33 0 0	£ 2 0 0	31 0 0
1849	32 0 0	2 0 0	30 0 0

EXPENDITURE *on Lighthouses for the year* 1849.

Port.	Salaries.	Supplies.	Total.
Port Maitland		£ 105 7 5	£ 105 7 5
Port Dalhousie		66 3 4	66 3 4
Port Colborne		120 2 4	120 2 4

REVENUE *from Lighthouse or Tonnage Duty, for the year ending the 5th January,* 1850.

Dunnville	£2 0 0
Niagara	4 0
Port Dalhousie	62 7 0

REVENUE *from Customs Duties, for the year ending 5th January,* 1849.

Port.	Gross Amount of Collections.	Salaries and other Expenses.	Net Revenue.
Chippewa	£1952 18 8	£424 19 2	£1527 19 6
Dunnville	767 13 0	222 12 5	545 0 6
Fort Erie	972 5 3	303 9 1	668 16 2
Port Maitland	47 14 9	146 6 5	
Niagara	1658 9 3	310 6 3	1348 3 0
Port Colborne	85 9 5	228 19 3	
Port Dalhousie	1104 16 0	283 3 10	821 12 2
Queenston	1078 17 6	244 2 5	834 15 1
For the year ending 5th January, 1850:			
Chippewa	£2931 2 0	£432 10 0	£2498 12 0
Dunnville	863 14 0	233 18 11	629 15 1
Fort Erie	1097 8 10	295 10 0	801 18 10
Port Maitland	61 9 10	140 5 6	
Niagara	2392 11 4	303 6 2	2089 5 2
Port Colborne	25 15 10	212 10 0	
Port Dalhousie	1296 16 9	253 0 4	1043 16 5
Queenston	561 1 9	224 16 2	336 5 7

ABSTRACTS *from the Assessment Rolls, for the years* 1842, 1844 *and* 1848, *and from the Census and Assessment Rolls for the year* 1850.

Date.	Number of Acres Cultivated.	Mills.		Horses.	Oxen, four years old and upwards.	Cows.	Horned Cattle, from two to four years old.	Amount of Ratable Property.
		Grist.	Saw.					
1842	156954	52	94	.....	3214	12987	5574	£578179 0 0
1844	161334	46	83	.....	3504	14220	5298	617085 0 0
1848. Township.								
Lincoln (County)—								
Caistor	4314	1	5	230	149	456	132	£13770 16 0
Clinton	13190	1	10	646	137	1258	273	40662 7 0
Gainsborough	10405	1	6	538	233	949	255	29932 2 6
Grantham	12024	7	1	778	114	990	114	76363 5 0
Grimsby	12615	4	5	580	194	1029	333	40171 14 0
Louth	8051	1	8	438	109	705	120	26419 17 6
Niagara	11133	3	2	620	124	834	209	33758 14 4
Town of Niagara	1744	0	0	199	0	232	8	27690 12 0
Welland (County)—								
Bertie	14867	2	9	689	83	1135	358	40763 2 4
Crowland	7217	1	2	363	60	507	178	20880 15 4
Humberstone	7554	1	3	439	101	747	259	25810 19 4
Pelham	12352	4	8	592	129	859	224	35227 13 10
Stamford	12405	3	0	645	35	908	126	50414 0 0
Thorold	13349	11	4	709	57	950	154	52168 6 0
Wainfleet	7591	1	4	401	188	656	281	23442 8 2
Willoughby	7511	0	2	332	56	554	157	22045 13 0
Haldimand (County)—								
Canboro	4695	1	5	219	90	352	91	14536 0 0
Cayuga	6750	0	2	248	240	545	216	19195 2 0
Dunn	2453	1	2	102	90	225	64	9096 10 0
Moulton	2176	2	5	125	95	297	82	12555 10 0
Sherbrooke	1681	0	0	98	34	138	44	4630 18 0
Total	174077	45	83	8991	2318	14326	3678	£619536 6 4

1850.

Township.	Population.	No. of Acres under Crop.	No. of Acres under Pasture.	Mills		Amount of Rateable Property.	Wheat raised, in Bushels.	Barley raised, in Bushels.	Rye raised. in Bushels.	Oats raised, in Bushels.	Peas raised, in Bushels.	Indian Corn in Bushels.	Potatoes raised, in Bushels.	Buckwheat in Bushels.
				Grist.	Saw.									
Niagara	2145	1814	7578	4	3	£ 35134	55795	2342	154	27074	4266	23266	10968	2680
Louth	1786	5894	8698	1	5	27807	31926	1219	415	13927	3304	10183	6775	3771
Grimsby	2322	3608	13797	3	8	42905	50746	3146	2556	32463	5403	9025	3014	3362
Grantham	2887	3742	6330	2	2	41881	56669	3284	667	23965	1110	378	575	19038
Gainsborough	2133	3111	17610	1	7	32561	36667	1081	827	25953	5466	1175	2252	5854
Clinton	2652	5684	11485	2	10	41670	60399	2173	3303	19530	4183	7385	6863	4373
Caistor	1047	441	11221	1	5	17500	18863	1400	18	10811	2077	1032	1171	1022
Rainham	1489	1625	13577	0	6	22381	26634	2144	62	19829	2743	2814	5543	1752
Walpole	2788	2830	34359	2	9	37025	58230	2337	648	28938	5819	4588	6166	1847
Oneida	2098	738	8122	1	5	25113	24349	2206	.....	11440	805	2555	4380	952
Seneca	3013	403	11944	1	4	37287	24396	578	11	10306	1400	519	4435	429
Dunn	748	456	6602	1	2	10656	5397	768	.....	6108	1236	1063	1999	355
Sherbrooke	320	991	2336	0	0	4440	6600	1215	.....	5934	469	2474	1125	195
Moulton	1451	1444	6197	2	4	19960	5056	205	146	5551	627	3992	5414	1630
Cayuga, South	732	719	6151	0	0	8679	10851	429	6	3589	426	1893	2323	845
Cayuga, North	1590	315	13977	0	2	16264	16375	563	90	8447	1650	2448	3717	632
Canboro	696	1976	9164	1	5	16126	12042	905	100	7848	1793	1432	2430	1238
Willoughby	970	4853	5890	0	2	16927	31331	4976	.....	18436	1094	2112	2549	1237
Wainfleet	1539	3980	17880	1	4	25090	24461	1657	177	24158	3357	7140	6462	6276
Thorold	3695	2638	7834	13	6	43719	44376	4045	284	29541	5546	5305	6478	3457
Stamford	2511	4308	7261	2	0	48699	42847	8059	450	32340	5220	11121	11949	8317
Pelham	2253	5014	12633	4	8	40293	40344	1494	1021	25185	3254	16597	18318	7042
Humberstone	2370	1031	12558	1	3	27764	25963	3616	1193	24006	1334	7961	12515	3164
Crowland	1272	2323	9239	1	2	22527	26976	3727	.....	21878	2359	3442	4119	2758
Bertie	2036	1877	17942	3	9	44327	42423	8149	572	35024	2275	10659	7827	5926
	46543	58915	281185	47	111	£706735	759716	61718	12700	472181	67216	140559	140377	88052

Township.	Turnips raised, in Bushels.	Tons of Hay.	Mangel Wurzel.	Lbs. of Maple Sugar.	Lbs. of Wool.	Lbs. of Cheese.	Lbs. of Butter.	Neat Cattle.	Horses.	Sheep.	Hogs.
Niagara	3058	2437	925	391	7804	47	12981	1732	736	2414	2060
Louth	1084	2478	30	1723	7319	...	18809	1518	628	2440	1633
Grimsby	2867	2820	269	14109	10987	3926	22752	2000	734	3790	1465
Grantham	1539	9	15056	.....	8398	.....	18974	1942	857	3084	2129
Gainsborough	750	2503	5	9813	7138	713	18395	2190	721	3393	1770
Clinton	1329	3490	321	15130	10345	16775	33549	2388	857	3578	1851
Caistor	744	1354	.....	10036	3370	650	7617	1266	344	1309	726
Rainham	217	1492	20	17589	6171	1506	8158	1507	485	2751	1468
Walpole	2065	2550	.....	26015	5582	1908	13915	2809	616	2620	2437
Oneida	1273	774	75	3315	1987	20	2363	922	162	925	976
Seneca	267	830	.....	2769	1951	.....	3148	1024	203	777	988
Dunn	348	673	.....	799	2442	.....	5037	667	167	890	654
Sherbrooke	1220	419	.....	187	1535	.....	2856	416	119	633	349
Moulton	1526	589	.....	162	5253	.....	4027	770	203	705	781
Cayuga, South	211	689	.....	4175	2845	.....	3559	825	178	1019	667
Cayuga, North	475	1115	162	5130	3021	127	8956	1038	256	960	1209
Canboro	286	1078	45	2281	3253	110	6733	810	298	1355	927
Willoughby	391	1732	118	790	4975	200	8706	974	339	1928	857
Wainfleet	1967	2144	109	6955	6807	313	14809	1907	563	3047	1681
Thorold	4274	2974	142	603	8740	190	17235	1808	898	3017	1925
Stamford	5110	3020	1670	1747	9767	1514	23888	1343	705	2809	1594
Pelham	6592	2515	298	2796	9621	265	17615	1796	792	3782	1516
Humberstone	4051	1726	817	6138	6424	10560	16384	1866	579	2382	1277
Crowland	894	4222	26	6371	6439	50	10899	1216	471	2227	1116
Bertie	1943	2695	64	12070	12381	4075	18870	2634	1017	4996	2312
	44479	46328	20152	151094	154535	42949	320235	37368	13127	46831	34368

Distances in the Counties of Lincoln, Haldimand and Welland.

Niagara to Queenston, seven miles; Stamford, eleven; Drummondville, fourteen; Chippewa, seventeen; Stevensville, twenty-five; Waterloo, thirty-three; St. Davids, ten; Port Robinson, twenty-six.

St. Catharines to Niagara, twelve miles; Port Dalhousie, five; Thorold, four; Allanburg, eight; Port Robinson, twelve; Merrittsville, sixteen; Petersburg, twenty-two; Port Colborne, twenty-three and a quarter; St. Johns, seven; Smithville, eighteen; St. Davids, eight; Queenston, eleven; Jordan, seven; Beamsville, thirteen; Grimsby, eighteen; Stoney Creek, twenty-eight.

Port Robinson to Chippewa, nine miles; Drummondville, nine; St. Johns, seven.

Fonthill to St. Johns, three and a half; Wellandport, ten; Canboro', twenty-one; Port Robinson, four.

Beamsville to Smithville, seven; Grimsby, five; Stoney Creek, fifteen; Hamilton, twenty-two.

Drummondville to Stamford, three; the Falls, 1: Chippewa, nineteen.

Stamford to St. Davids, two; Queenston, 4; Drummondville, three.

Smithville to Grimsby, seven; Beamsville, seven; St. Catharines, eighteen; Hamilton, twenty; Canboro', eleven; Gainsboro, three; Wellandport, nine.

Chippewa to Port Robinson, nine miles; Drummondville, three; Waterloo, sixteen; Queenston, ten; Fonthill, thirteen; Merrittsville, thirteen; Petersburg, nineteen; Port Colborne, twenty and a quarter.

Allanburg to Drummondville, six; the Falls, seven; Thorold, four.

Caledonia to Seneca, two; Jarvis, fifteen; Port Dover, twenty-three; York, six; Indiana, eight and a half; Cayuga, eleven; Dunnville, twenty-six; Hamilton, fourteen.

Dunnville to Canboro, seven; Wellandport, twelve: Fonthill, twenty-eight.

WENTWORTH AND HALTON.

These counties, which formed the Gore District, comprise the following townships: Wentworth contains Ancaster, Barton, Binbrook, Brantford, Glanford, Onondaga, Tuscarora and Saltfleet; Halton contains Beverley, Dumfries, Esquesing, Flamborough West, Flamborough East, Nassagaweya, Nelson and Trafalgar.

Wentworth and Halton contain of surveyed land one million one hundred and eighty thousand four hundred acres; of these one hundred and forty-six thousand nine hundred and forty acres were clergy reserves. One million and thirty thousand seven hundred and eighty-one acres have been granted or appropriated, leaving vacant two thousand six hundred and seventy-nine acres. Of the above quantity forty-two thousand acres are or were the property of the Canada Company; and the township of Tuscarora, containing about forty-three thousand acres, and the river lots ranging from number thirty-five to sixty, both inclusive, in Onondaga, are Indian reserves.

The Gore District would be nearly octagon in shape, were it not penetrated on its eastern side by the western point of Lake Ontario, which, with its continuation, Burlington Bay, and the marsh beyond, reach nearly to the centre of the district.

Wentworth and Halton are bounded on the north-east by the Home District, on the north-west and north by the Wellington District, on the west by the Brock District, and on the south and south-east by the Talbot and Niagara districts. The western and south-western townships are watered by the Grand River and its tributaries, one of the finest mill streams in the Province, having an abundant supply of water power which never fails. The northern and eastern townships are watered by the Sixteen-mile Creek, the Twelve-mile Creek, the Credit, and other smaller streams.

The district first commenced settling in seventeen hundred and eighty three, and according to the calculations of Mr. Gourlay, it contained in eighteen hundred and seventeen, six thousand six hundred and eighty-four inhabitants. By the Government returns it contained in eighteen hundred and twenty-four, thirteen thousand one hundred and fifty-seven inhabitants; in eighteen hundred and thirty-four the number had increased to thirty-four thousand six hundred and eighteen; in eighteen hundred

and thirty-nine to fifty-one thousand six hundred and twenty-seven, and in eighteen hundred and forty-eight to sixty-seven thousand six hundred and seventy one.

In eighteen hundred and seventeen, there were in the district four places of worship, eighteen grist and forty-one saw mills and three medical practitioners. In eighteen hundred and forty-eight, it contained sixty-four churches, forty grist mills, twenty-three oat and barley mills, and one hundred and forty-eight saw mills.

The Gore District is admirably situated both for trade and agriculture, having great facilities for exporting produce, and large quantities of grain are shipped at Oakville, Nelson, Wellington Square, Dundas, Hamilton and Brantford. The district has improved perhaps faster than any other in the Province; plank and macadamized roads have been in operation for some years from Hamilton through Brantford to London, from Hamilton to Port Dover; from Hamilton to Galt; from Hamilton to Stoney Creek, and a new road has lately been made from Oakville back into the country, and other roads are projected.

We left our reader in the village of Grimsby, in the County of Lincoln. From thence to Stoney Creek is ten miles. The road is level and is bounded on the south by the mountain; the soil is a sandy loam, and the timber a mixture of hardwood and pine. Stoney Creek is a village containing about two hundred inhabitants; it is built on the banks of the creek, on which is a grist mill a short distance from the village.

From Stoney Creek to Hamilton is seven miles, the road is macadamised, is well settled, and is bounded by the mountain the whole distance. The township of Saltfleet commenced settling in seventeen hundred and eighty-seven, and in eighteen hundred and seventeen contained seven hundred inhabitants, one grist and six saw mills. In eighteen hundred and fifty the population had increased to two thousand seven hundred and sixteen; it contained one grist and nine saw mills, and produced from the crop of eighteen hundred and forty nine, fifty thousand bushels of wheat, thirty-seven thousand bushels of oats, twenty-six thousand bushels of Indian Corn, sixteen thousand pounds of wool, and twenty-one thousand pounds of butter.

Hamilton, which is situated on the south-western extremity of Burlington Bay and in the north-west of the township of Barton, may be considered the capital of the western country. It was laid out in eighteen hundred and thirteen, and occupies a space extending back from the bay to the base of the mountain. The land has a gradual rise the whole distance, affording good facilities for drainage.

The streets are generally laid out at right angles, those rnnning back from the bay having a direction nearly north and south, and being crossed

by others running east and west. The chief business portion of the city is situated about a mile back from the bay, and the principal thoroughfare is called "King street," which runs east and west through the town, having in its centre a wide open space, admirably situated for a set of market buildings, or a garden for the recreation and refreshment of the citizens. A little north of King street is the market square, on which is erected a large building intended to serve the double purpose of market-house and town-hall, the lower portion being devoted to the purposes of trade, and the upper story forming the sanctum of the city dignitaries. On this floor are two large apartments; the inner one forms the council chamber, on either side of which are the offices of the chamberlain and city clerk; and the outer one is appropriated to public meetings &c. There is also another market-house on the upper portion of John street.

Between King street and the mountain, on a large open space called the Court House Square, is situated the court house and jail. In addition to the public buildings, Hamilton contains thirteen churches, some of which are handsome structures; these consist of two Episcopal, Church of Scotland, Free Church, United Presbyterian, Wesleyan Methodist, Canadian Wesleyan, Episcopal Methodist, Primitive Methodist, New Connection Methodist, Congregational, Baptist, Roman Catholic, and church for coloured people.

The town of Hamilton was laid out about the year eighteen hundred and thirteen, but for many years its progress was very slow, and although in Gourlay's work a meeting is spoken of as having been held in the *town* of Hamilton, yet, as the whole township at that time only contained eight hundred inhabitants, the town itself must have been very small indeed. The completion of the Burlington Bay Canal, however, gave it access to the lake, and formed the commencement of a new era in its history. Since then it has gone on steadily, increasing both in size and prosperity. In eighteen hundred and forty-five it contained six thousand four hundred and seventy-five inhabitants, and in eighteen hundred and fifty the number had increased to ten thousand two hundred and forty-eight; and the amount of assessment had risen to sixty-one thousand three hundred and fifty-nine pounds. It must be understood that this sum is principally the amount of rental or supposed annual value of lots or town property; the only property assessed at a certain sum, as its real or nominal value, being horses, carriages, cows, and vacant lots.

The progress of Hamilton is not confined to size—a vast improvement having been effected in the character of its buildings within the last few years. The inexhaustible supply of both freestone and limestone in the rear of the city is of incalculable benefit to it, and stone is getting into very general use, which gives an appearance of solidity and durability

to the buildings which no skill, of either architect or builder, can confer upon wood. The banks and many of the merchants' stores are handsome structures; the Bank of British North America is particularly admired; a new stone building has recently been completed for the post office, and on the rising ground approaching the mountain are many elegant residences, most of them faced with cut stone.

Hamilton is the head quarters of the Gore Bank, and the Bank of British North America, the Commercial and Montreal Banks have each an agency here; and two Savings Banks are also established. Also a Mechanics Institute, and a Reading Room; three fire companies, hook and ladder and hose companies; Freemasons,' Orange and Odd-fellows' lodges, and the national societies. Hamilton has telegraphic communication with Toronto on the one side, and with Buffalo on the other. On the thirty-first of January, eighteen hundred and fifty-one, the city was first illuminated with gas. The event was celebrated by the fire companies turning out by torch light and parading the town.

Hamilton is also the head quarters of the "Great Western Railroad Company"—the stock of which is distributed in sixty thousand shares at twenty-five pounds each. The board of directors consists of some of the principal men in Hamilton, the Warden of the county of Oxford, the Reeve of Galt, the Mayor of London, and the heads of such other municipalities as shall subscribe for stock to the extent of twenty-five thousand pounds.

This company was originally chartered in eighteen hundred and thirty-four, as the London and Gore Railroad Company, but after an ineffectual attempt to raise the necessary capital, and a lapse of years, the charter expired. In eighteen hundred and forty-five the Legislature revived and extended the act of incorporation, with power to construct a line of railroad, from the Niagara river *via* Hamilton to the Detroit river, with a branch to the St. Clair river. In eighteen hundred and forty-seven the company completed the surveys of the entire line, placed it under contract and commenced work at various points, but unexpected difficulties caused a suspension of operations until the last year, (1850,) when, having obtained from the Legislature the further privileges of the guarantee of the Province for the interest of one half the cost of the road, and authority to municipalities to subscribe for and hold stock, the company thus encouraged were able to resume operations, which are now proceeding with energy, and in the confident expectation of completing the road in about two years.

The length of this railroad from Niagara Falls to the Detroit river will be two hundred and twenty-eight miles, passing through the most populous and fertile portion of Canada West, and connecting the central

railroad of Michigan and the upper lakes with Lake Ontario, and the numerous lines of railroad through the State of New York to Boston and New York.

Under the act authorising municipalities to subscribe for stock, the town of Galt, town of London, and county of Oxford have already become shareholders for twenty-five thousand pounds each, and the city of Hamilton for one hundred thousand pounds; while other corporations have intimated their intention of doing so likewise. The railway is intended to start from the Falls of Niagara, passing through or by St. Catharines, Hamilton, Dundas, Paris, (with a branch to Galt,) Woodstock, London, and Chatham, terminating at Windsor, on the Detroit river.

Manufactures of various kinds are carried on in the city, the machinery used in which is all moved by steam power; the principal of these are, four foundries, two of which are on an extensive scale, a saw mill, and planing machine, grist mills, tanneries, breweries, machine shops, &c.,—and a short distance from the town is a nursery. Among other branches of industry may be mentioned the corn-broom factory; large quantities of brooms are made and sent to a distance. The principal portion of the material used is imported from the State of Ohio. From six to ten hundred weight of the corn tops may be grown per acre, which will also yield from forty to fifty bushels of seed. The broom is worth, in Ohio, about one hundred dollars per ton weight, and the seed about thirty-five cents per bushel. The crop is but little cultivated in Canada, although in the neighbourhood of large towns like Hamilton or Toronto, it would doubtless pay, if grown on suitable land, as the seed is excellent food for poultry. The crop requires keeping clean during the early stages of its growth.

From the mountain above the city a magnificent view may be obtained over the surrounding country, amply repaying the pedestrian for the trouble of the ascent.

Hamilton is admirably situated for carrying on a large wholesale trade with the West,—being at the head of navigation of Lake Ontario, and in the heart of the best settled portion of the Province, it possesses peculiar advantages for receiving goods, and distributing them through the interior, while its central position makes it the depôt of a large extent of grain and other produce.

The following tables will give a good idea of the exports and trade of Hamilton and the neighbourhood:—

The following articles passed outwards through the Burlington Bay Canal, during the season of 1850.

Denomination.	Quantity.	Denomination.	Quantity.
Merchandize	150 tons.	Pot and pearl ashes	1600 barrels.
Flour	172278 barrels.	Cut stone	91 tons.
Pork and beef	786 barrels.	Scrap iron	23½ tons.
Whisky	4242 barrels.	Iron castings	639 tons.
Butter and lard	2571 kegs.	Stones, unwrought	19½ tons.
Cider	3 barrels.	Hides and skins	8¼ tons.
Apples	100 barrels.	Furs	1½ tons.
Biscuit	20 tons.	Square timber	2000 cubic feet
Wheat	74388 bushels.	Pine boards	5621200 feet.
Oats and barley	25910 bushels.	Pipe staves	106500 No.
Wool	74 tons.	West India staves	154200 No.
Rags	37¾ tons.	Headings	12000 No.
Hogs	489 No.	Shingles	181½ M.
Grass seed	1632 bushels.		

The following articles, (being part of the foregoing table,) were shipped to the United States.

Denomination.	Quantity.	Value.
Pot and pearl ashes	163 barrels	£ 941 0 0
Staves, standard	11200 No.	238 0 0
Other staves	50000 No.	214 5 0
Planks and boards	4794409 feet	8324 4 9
Shingles	395½ M.	105 4 0
Furs and skins		100 0 0
Butter	112½ cwt.	375 0 0
Hides	37 bales	170 17 6
Horns	3 tons	27 0 0
Wool	82 bales	676 0 0
Scrap copper		150 0 0
Scrap iron	21 tons	48 10 0
Wheat	97440½ bushels	20079 2 8
Flour	52890 barrels	52604 2 7
Barley and rye	12003 bushels	867 19 0
Biscuit	400 cwt.	60 0 0
Beans and peas	1242 bushels	146 16 7
Oats	30603 bushels	1736 6 3
Bran	224 cwt.	22 0 0
Grass seeds	1584 bushels	657 5 0
Malt	6761 bushels	676 3 0
Beeswax		5 0 0
Total		£ 88222 16 4

This return includes articles shipped to the United States from Wellington Square, Stoney Creek, &c.

The following table will show the British and Foreign Trade of the Port of Hamilton.

	British Vessels.			Foreign Vessels.		
	No.	Tons.	Men.	No.	Tons.	Men.
No. of steamers arrived during year ...	6	929	84	210	74330	2941
Do. do. cleared ...	2	210	22	209	73976	2927
Do. sailing vessels arrived ...	85	9176	515	77	10652	512
Do. do. cleared ...	71	6086	410	68	9630	437

British Vessels from and to British Ports.

	Arrived.		Cleared.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
Sailing vessels ...	213	16188	225	19118
Steamers ...	552	125873	556	126592

Total value of imports at the port of Hamilton for the year 1850...	£ 395782 14 10
Total amount of duties thereon ...	59398 15 4
Total amount of tolls received at Burlington Bay Canal for the year 1850 ...	3779 6 2

Number of Vessels owned at the Port of Hamilton.

	Tons Register.
Steamers—Magnet ...	235
Britannia ...	156½
Hibernia ...	160
Schooners—Royalist ...	116
Hope ...	45
Queen ...	150
Shannon ...	121
Clyde ...	115
General Wolfe ...	133½
Princess Victoria ...	168
James Coleman ...	233
William Gordon ...	58¼
Pomona ...	265½
Sovereign ...	118¾
Jessie Woods ...	85
Lady Bagot ...	111
Breeze ...	298

Probably no town in the Province has increased so rapidly as Hamilton. Dundas Street, from Toronto to Hamilton, was cut out in eighteen hundred and eleven; the first store in the neighbourhood was started in eighteen hundred and twelve, about two miles from the present site of Hamilton; this was the first place of business in this section of country east of Ancaster.

The Gore District was set apart in eighteen hundred and sixteen. In eighteen hundred and seventeen, a person named Samuel Wrighton, who owned the farm through which this portion of the road (Ancaster to Niagara) passed, laid out a village and sold a few lots, the upset price being fifteen dollars per quarter acre; and for a corner lot, considered to be a particularly good situation for business, twenty-five pounds were paid.

The emigrant in those days must have had much to contend with; the passage of goods from Montreal to the head of the lake was tedious and expensive; from four to six weeks being the time usually occupied in the voyage there and back, a month's voyage being considered a capital trip. The Montreal merchant charged the Upper Canada merchant high prices, and he of course retaliated on his own customers. The usual price for wheat was half a dollar per bushel, paid mostly in goods, which generally cost about three times the present price. A person who started a distillery, gave a quarter of a dollar per bushel for rye, and sold his whisky at two dollars per gallon.

The first wheat was shipped to England from this neighbourhood in the year eighteen hundred.

Some strange tales are told of the early days of the district. An old log building served the purposes of a jail, but it was so very insecure that prisoners are said to have frequently gone home at night, and returned to the jail in the morning; and one person from Ancaster, a prisoner for debt, very coolly sent word to the Sheriff, that as winter was coming on, and the weather getting cold, if he did not make better fires and keep the place warmer, *he should leave.*

As soon as the neighbourhood began to do a little business, storehouses were erected at Burlington Beach. The sea acting on the sandbar separating the bay from the lake, would occasionally wash out a deep channel through which schooners could pass; this however seldom continued long, a contrary wind usually blocking up the passage again in a short time, and at times a person might walk dry-footed across it.

In eighteen hundred and twenty-three an Act was passed appropriating five thousand pounds for the purpose of constructing the Burlington Bay Canal; in the following year another act was passed granting an additional sum of three thousand pounds towards completing it, and

it was finished in the following year. But no business of any consequence was done till eighteen hundred and thirty. The first road from the town to the bay was cut out in eighteen hundred and twenty-nine.

The first settlers in this section of country were almost exclusively U. E. Loyalists, who came into Canada after the revolutionary war; but a visitor in looking round the streets of Hamilton, may see at a glance that the principal business of the place is carried on by Scotch houses.

Lots in the best situations in King-street, Hamilton, now sell at from twenty-five to thirty pounds per foot frontage.

The following table, furnished me by the city clerk, will show the rate of progression of the town for some years past.

Year.	Population.	Amount of Property Assessed.
1836	2846	Actual value £ 44020
1837	3567	Do. 45622
1838	3358	Do. 52130
1840	3342	Do. 60160
1841	3446	Do. 64812
1842	4260	
1843	4860	
1845	6478	Do. 110038
1846	6832	Do. *113720
1848		Annual value 60737
1849	10170	Do. 60317
1850	10248	Do. 61359

The term "actual value" however, is not strictly correct; it is the value put on the property by law, and is in most cases considerably below the true value. During, and since, eighteen hundred and forty-seven, the taxes have been assessed on the annual value.

The township of Barton is bounded on the north by Burlington Bay, and nearly half of it is below the mountain. It commenced settling in the year seventeen hundred and eighty-seven, and in eighteen hundred and seventeen contained one hundred and thirty houses, and about eight hundred inhabitants. In eighteen hundred and forty-one the population had increased to fourteen hundred and thirty-four. We were unable to collect any account of its subsequent progress, the census rolls of the last year not being *comeatable*. Below the mountain the soil is generally a sandy loam, and above, it consists mostly of clay with a mixture of loam. The timber is a mixture of various kinds of hardwood and pine.

To the south of Barton is the township of Glanford. This is a small township, it is pretty well settled, and contains some good farms, and four hundred and forty-seven inhabitants. The land is rolling, and the

timber a mixture of hardwood and pine. There is no village in the township. About a mile from the southern boundary, on the Hamilton and Dover road, is a post office, and about a quarter of a mile distant is a Methodist church. There is one saw mill in the township. Nine thousand bushels of wheat, eleven thousand five hundred bushels of oats, and eight thousand pounds of butter were raised from the crop of eighteen hundred and forty-nine.

To the east of Glanford is the township of Binbrook, which in eighteen hundred and seventeen contained only sixteen families. There are two small settlements in Binbrook: "Hall's Corners" situated a little west of the centre of the township, where is the post office, and the Presbyterian church; and "Woodburn," near the south-east corner, where is a saw mill, and an Episcopal church. There is considerable pine in the township, which affords material to supply six steam saw mills. Binbrook, in eighteen hundred and fifty contained three hundred and eighty-nine inhabitants, and produced from the crop of eighteen hundred and forty-nine, ten thousand bushels of wheat, and eight thousand bushels of oats. The township is watered by the Welland river and the Twenty-mile Creek.

Leaving Hamilton for the western townships of the District, we follow the main western road, (which is an excellent macadamised one, although a little hilly), till we come within sight of the town of Dundas; the road here makes a bend to the left, while the Dundas and Galt, or Dundas and Waterloo road, as it is generally called, diverges off to the right. Following the former, you ascend by a steep, though gradual winding way till you reach the summit of the mountain, when you have a fine prospect over hill and dale for many a mile.

The village of Ancaster is pleasantly situated in the north-east of the township of the same name, seven miles from Hamilton. It contains about five hundred inhabitants, and has the advantage of a good, though not very large mill stream. A large woollen factory which was in operation here was burned down during the last year, and is now rebuilding. There are also two establishments for the manufacture of carding and other machines, a grist mill, tannery, &c.; and three churches, Episcopal, church of Scotland, and Presbyterian church of Canada.

The township of Ancaster, which is of a triangular shape, commenced settling about the year seventeen hundred and ninety-five, when land in the township was to be bought at six pounds five shillings per lot of two hundred acres. On applying to one of the old settlers, (though not "the oldest inhabitant,") for information respecting the early settlement of the neighbourhood, we were furnished with the following humorous sketch.

The first settlers in Ancaster were a French Canadian, named St. Jean Baptiste Rousseaux, the progenitor of the family of that name now in the village and neighbourhood, who built a log grist mill and a saw mill shortly after pitching his tent here; the other was James Wilson, a U. E. Loyalist from the State of Pennsylvania. Shortly afterwards the township began to be settled by individuals from the States of Pennsylvania and Jersey, very many of whose descendants remain unto this day.

About the year seventeen hundred and ninety-eight, two brothers, Richard and Samuel Hatt, both Englishmen, established themselves here as merchants, and built the second grist mill, (the first in the township for manufacturing flour for exportation;) and as the township began to be settled, opened up and improved, other enterprising young men followed and divided the business of the country with the Messrs. Hatt. About the year eighteen hundred and ten the business of this township and surrounding country was of the most comprehensive character, as it was the only market west of, York then, (Toronto now), and Niagara, for farmers living to the south, north and west to bring their produce to, and get the necessaries required for their families, many of whom had to travel a hundred miles. Business in those days was altogether upon the credit system; a year's credit being given to the farmer. Wheat, the staple of the country, was then always worth a dollar the bushel, and the merchant's profits on goods never less than eighty-seven and a half per cent, but more frequently a hundred and fifty.

When Messrs. Rousseaux and Wilson first settled, the country was a wilderness, the abode of the bear and the wolf; no roads, nothing but an Indian track, but the proximity of Lake Ontario and Burlington Bay to a very considerable extent, obviated the difficulty of want of roads. Until the Messrs. Hatt built their mill, Mr. Rousseaux's was the only one for scores of miles round, and many of the first settlers, when going to mill, had to strap their grist upon their backs, for want of roads, and had there been roads, for want of the means of other transport. None but the pioneers of a new country know the difficulties of a first settlement.

Previous to the war of eighteen hundred and twelve, with America, when the farmer came to settle his account with the merchant, if there was a balance in his favour, he generally got as much money in hard dollars, (we had no banks then), as would pay his taxes, the tanner for leather, (for leather has always appeared to be a cash article, "nothing like leather,") his spinning girl and the weaver: the remainder was drawn for in goods from the merchant's shop, in payment to the men who were clearing their lands, usually then called "jobbers."

The moral character of the people before that war was such, that it was but rare that a man's note was taken for a debt, his word being considered sufficient, and we had then neither lawsuits nor lawyers. But the war had a most demoralizing effect, and things in those particulars became most awfully changed.

In eighteen hundred and fifteen, and up to eighteen hundred and eighteen, there were twenty merchants' shops in the village of Ancaster, and all doing a good business, but about that period Dundas, Hamilton, Brantford and West Flamborough sprung into existence as business places; and later, London, Simcoe, Ingersol and other places of business to the westward, and the monopoly enjoyed for a brief period by Ancaster was destroyed, and there are now but four merchants' shops in the village, doing but a moderate business.

The township however has not followed the downward course of the village, its farmers generally have capital buildings, large improvements, their farms in first rate condition, and every external evidencing care, taste and industry—a sure index to prosperity, wealth and independence.

The first house built in this township still stands; it is one and a half stories high, and built of hewed oak logs. General Simcoe, our first Lieutenant-Governor, used to make it head quarters in his pedestrian excursions from York to Sandwich, in the early settlement of this country. It has been a tavern, a church, a school-house, a court-house, a cooper's shop, a dwelling house, and a score of other things, "every thing by turns but nothing long."

The soil of the township is generally loam, but there is some clay. The timber consists of pine, white and red or black oak, white and black ash, maple, beech, elm, hickory, black walnut, butternut, chestnut, sycamore, and a great variety of other woods; it is beautifully watered, its surface undulating, and the people only die of old age.

In eighteen hundred and seventeen the population of the township amounted to one thousand and thirty-seven, and it contained four grist and five saw mills. In eighteen hundred and fifty the population had increased to four thousand and eighty-two. There were four grist and eleven saw mills; and seventy thousand bushels of wheat, ninety-seven thousand bushels of oats, eleven thousand bushels of Indian corn, eighty-one thousand bushels of potatoes, fifteen thousand bushels of turnips, sixteen thousand pounds of maple sugar, eighteen thousand pounds of wool, and twenty-five thousand pounds of butter were produced from the crop of eighteen hundred and forty-nine.

In the township of Ancaster are two mineral springs, known as the Ancaster Saline Spring, and the Ancaster Sulphur Spring. The former which is known to the neighbourhood as the "Salt Well" is about

two miles west of the village. A well was sunk some years since, to the depth of thirty feet, and during the late American war a considerable quantity of salt was manufactured in a rude way. The water rises nearly to the surface, and at times a stream is said to flow from it; no outlet is visible, yet the spring fills up rapidly when the water is dipped out. The temperature was found to be the same as that of a neighbouring fresh spring, 48° F. no evolution of gas is perceptible. The water is intensely bitter and saline to the taste; by boiling a minute quantity of carbonate of lime is deposited, and the liquid contains chlorine, bromine, sulphuric acid, with potassium, sodium, calcium and magnesium.

This water is extraordinary on account of the immense proportion of chloride of magnesium and calcium it contains; the sum of these exceeding the amount of common salt. With almost the same amount of solid matter, it contains less than two-thirds of the quantity of this salt, that is found in sea water. The Ancaster water contains a much greater quantity of lime, and much less of sulphates, than sea water. The amount of earthy chlorides is so great, that this water would not easily afford pure salt; and the difficulty of removing them is such, that as long as we have better sources, this would scarcely be eligible. The amount of bromine which it contains is however considerable, and would be a secondary product of considerable value, as the process of extracting it from the residue is not expensive, and it commands a high price.

The Sulphur Spring is situated about one mile and three-quarters north-west from the village, by the side of the road to Flamborough West. The quantity of water discharged is but small, probably about two gallons per minute; it is quite limpid, and has a sulphurous odour; the taste is feebly saline and bitter. A qualitative examination shows the presence of chlorides of sodium, calcium, magnesium and traces of potassium, the first two in large quantity, small portions of sulphate of lime, with carbonates of lime and magnesia, and traces of carbonate of iron and alumina. A minute portion of bromine was also detected in the concentrated water. The amount of sulphuretted hydrogen is small.

From Ancaster to Brantford is about seventeen miles, the land is rolling, and the timber a mixture of hardwood and pine. The township of Brantford, which was part of the lands granted to the Indians on the Grand river, was not set apart in Gourlay's time, and must have been surrendered at a later date.

About three miles before reaching the town of Brantford, you pass through the small village of Cainsville, which contains about one hundred inhabitants. About a mile east from the village is an Episcopal

church, (of a strange order of architecture,) and a little east of that is a Methodist church.

The town of Brantford is admirably situated on a high gravelly ridge, skirting the north bank of the Grand river, and has fine views over a large extent of country, forming the beautiful valley of the Grand river. The town derives its name from the celebrated Indian chief, Brant—the Indians having a ford or crossing place at this point, which was known as Brant's ford. As a record of the life of so celebrated a man cannot but be interesting to the majority of our readers, we shall make no apology for inserting a brief sketch; regretting that the large extent of country to be described, and the numerous details to be gone into in this work, preclude us from devoting as much space as we would wish to a subject so inviting.

Joseph Brant, or Thayendanegea, was born on the banks of the Ohio, in the year seventeen hundred and forty-two. Many conflicting accounts have been published respecting his birth and parentage, but it appears from tolerable authority that his father was Tehowaghwengaraghkwin, a full blooded Mohawk of the Wolf tribe; one of the three tribes (the Tortoise, Bear and Wolf,) into which each of the Five Nations was divided. He is said to have been a grandson of one of the five Sachems or Chiefs who visited England in the year seventeen hundred and ten, during the reign of Queen Anne, where, as might be expected, they excited considerable attention, and where they were introduced at Court by the Duke of Shrewsbury.

Brant appears to have received his early education at Lebanon, in Connecticut, and having been taken notice of by Sir William Johnson, accompanied him to the wars at an early period of his life, being only thirteen when engaged in his first battle. He became a firm ally of the British, and assisted with his tribe during the remainder of the French war.

In seventeen hundred and sixty-five he married the daughter of an Oneida Chief, and settled at Canajoharie. This wife dying of consumption about the year seventeen hundred and seventy-one or two, he afterwards married her half sister.

After the breaking out of the revolutionary war, the Six Nations Indians continued to fight on the British side, till the peace in seventeen hundred and eighty-two.

In concluding the treaty of peace with the United States, the commissioners on the part of Great Britain had forgotten to make any stipulation on behalf of their Indian allies, who had steadily supported the crown during the war; although the country of the Six Nations was included within the boundaries of the territory ceded to the Americans.

When, however, the Mohawks first abandoned their native valley to embark in His Majesty's service, Sir Guy Carleton had given a pledge that as soon as the war was at an end, they should be restored, at the expense of the Government, to the condition they were in before the contest began; and in April, seventeen hundred and seventy-nine, General Haldimand, then Commander-in-Chief in Canada, ratified the promise of his predecessor, pledging himself, as far as in him lay, to its faithful execution "as soon as that happy time should come."

At the close of the war, the Mohawks were temporarily residing on the American side of the Niagara river, in the vicinity of the old landing place above the fort. The Senecas, who had been in closer alliance with the Mohawks during the war than any other of the Six Nations, and who had been chiefly induced by the former to take up the hatchet against the United States, offered them a tract of land in the valley of the Genesee; but, as Captain Brant long afterwards said in one of his speeches, the Mohawks were determined "to sink or swim" with the English; and besides they did not wish to reside within the boundaries of the United States. The generous offer of the Senecas was therefore declined, and the Mohawk Chief proceeded to Montreal to confer with the Superintendent-General of Indian Affairs, Sir John Johnson, and from thence to Quebec to claim from General Haldimand the fulfilment of his pledge. The tract upon which the chief had fixed his attention was situated upon the Bay of Quinté, and at his request General Haldimand agreed that it should be purchased and conveyed to the Mohawks. The Senecas, however, were unwilling that the Mohawks should remove so far from them, and the land situated on the Grand river was afterwards chosen.

About the close of the year seventeen hundred and eighty-five, Brant visited England, where he appears to have been very well received.—When introduced at Court he proudly declined the honor of kissing the *King's* hand, but remarked that he would gladly kiss that of the Queen.

During his stay in London an amusing circumstance occurred. Having been invited to a grand masquerade or fancy ball, he went richly dressed in the costume of his nation; wearing no mask, but painting one half of his face. "His plumes nodded as proudly in his cap as though the blood of a hundred Percys coursed through his veins, and his tomahawk glittered in his girdle like burnished silver." Among the guests was a Turk of rank, whose attention was particularly attracted by the grotesque appearance of the chief's singular, and as he supposed, fantastic attire. He scrutinized the chief very closely, and mistaking his complexion for a painted visor, took the liberty of attempting to handle his nose. Brant, who had noticed the observation he excited,

was in the humour for a little sport; no sooner, therefore, did the fingers of the Turk touch his nasal organ, than he raised the war-whoop, and snatching his tomahawk from his girdle, whirled it round the head of his astonished assailant. Such a piercing and frightful cry had never before rung through the halls of fashion, and breaking suddenly and with startling wildness upon the ears of the merry throng, produced a strange sensation. The Turk himself trembled with terror, while the lady guests shrieked, screamed and scattered themselves in every direction. The jest, however, was soon explained, and all was right again, though it is doubtful if the Turk sufficiently recovered his mental equilibrium to enjoy the latter part of the evening as much as he had the commencement.

Brant died at Wellington Square, on the twenty-fourth of November, eighteen hundred and seven, at the age of sixty-four, and his remains were removed to the Mohawk village on the Grand river, in the church yard of which they were interred. He was a brave warrior, a stedfast ally of the British, and notwithstanding much that has been published to the contrary, as humane as he was brave.

Catharine Brant, the third wife and widow of Thayendanegea, was forty-eight years old at the time of his decease. According to the constitution of the Mohawks the inheritance descends through the female line exclusively. Consequently the superior chieftainship does not descend to the eldest male, but the eldest female, in what may be called the *Royal* line, nominates one of her sons or other descendants who then becomes the chief. If her choice does not fall upon her own son, the grandson whom she selects must be the child of her daughter. The widow of Thayendanegea was the eldest daughter of the head chief of the Turtle tribe, first in rank in the Mohawk nation. In her own right, therefore, on the death of her husband, she alone had power to choose a successor to the chieftaincy. The official title of the principal chief of the Six Nations is Tekarihogea, to which station John, the fourth and youngest son, was appointed. The young chief was born at the Mohawk village, on the twenty-seventh of September, seventeen hundred and ninety-four, being at the time of his father's death thirteen years of age. He received a good English education at Ancaster and Niagara.

When the war of eighteen hundred and twelve, between the United States and England, broke out, the Mohawks, true to their ancient faith, espoused the cause of the latter, and were engaged in many of the actions on the Niagara frontier. Thayendanegea had held a Captain's commission in the British service up to the time of his death, and in the year eighteen hundred and twenty-seven, his son, John, was appointed by the Earl of

Dalhousie to the rank of Captain, and also as Superintendent of the Six Nations.

In the year eighteen hundred and thirty-two John Brant was elected a member of the Provincial Parliament for the county of Haldimand, comprehending a large portion of the territory originally granted to the Mohawks, but as a considerable number of the persons by whose votes Brant was elected merely had leases of their lands, while the laws of Upper Canada required a freehold qualification for county voters, his election was contested by the opposing candidate, and eventually set aside. The same year he was carried off by cholera, and was interred in the same vault with his father.

The Mohawk village, or "the Institute" as it is called, which is about a mile and a half from the town of Brantford, is pleasantly situated in a bend of the Grand river. It consists of a cluster of houses, the principal of which are those belonging to the lay agent of the "New England Company," and other officers of the establishment, for the support and education of the Indians. The children, who are both male and female, receive a good plain English education, and the boys are also taught a trade, workshops of various kinds being established on the premises. About forty children are boarded and instructed at the present time. These consist not merely of Mohawks, but include Tuscaroras and the children of other tribes.

The principal object of attraction in the village, however, particularly to strangers, is the church, which is visited more for its antiquity than its beauty; it being the first church erected in Canada West. The Indians have in their possession a handsome communion service of beaten silver, each piece bearing an inscription, stating it to have been given to the Mohawks for the use of their chapel, by Qeeen Anne. The armoreal bearings of the same Queen, carved and gilt, are also affixed to the wall of the church. The church bell was also supposed to have been a present from Her Majesty, but on climbing up the steeple for the purpose of ascertaining the fact, we found it to have been made by "John Warner, Fleet Street, London, 1786;" this settled the question as to its age, and there is no doubt it was procured by Joseph Brant at the time of his visit to England.

The Mohawks have the "prayer book" of the Church of England translated into their language, and from an English preface to the book we gleaned the following particulars. "The Society for the Propagation of the Gospel in Foreign Parts" was incorporated in seventeen hundred and one, and the following year sent a missionary to the Mohawks, who were situated the nearest to the English settlements; and other missionaries were appointed to that station from time to time. Means

were taken to have the liturgy of the Church of England translated into the Mohawk language, which was first printed at New York in seventeen hundred and fourteen. This edition comprised the morning and evening service, the litany and catechism; to which were added select passages from the Old and New Testaments. The communion office, that of baptism, matrimony and burial of the dead, with more passages of scripture, occasional prayers, and some psalms were translated and printed also at New York in seventeen hundred and ninety-six. In the course of the late American war most of the Indian prayer books were destroyed; a very few copies only were preserved, and the Mohawks, apprehensive that the book might be wholly lost in a short time, and desirous also of a new supply, earnestly requested General Haldimand, Governor of Canada, that he would order it to be reprinted. In compliance with this request the Indian prayer book was printed at Quebec in seventeen hundred and eighty.

The Company, commonly called "The New England Company," was originally constituted a corporation under the name of "The President and Society for the Propagation of the Gospel in New England," by an ordinance issued in sixteen hundred and forty-nine. Under the authority of this ordinance a general collection was made in all the counties, cities, towns and parishes in England and Wales, and lands were purchased with the money so collected.

On the Restoration, a Royal Charter, dated 7th Feby., 14 Car. II. was issued, erecting the corporation anew by the title which it still bears, "The company for the Propagation of the Gospel in new England and the parts adjacent in America." The Hon'ble. Robert Boyle, was appointed the first Governor, and held that office for about thirty years. Under his will a handsome annuity was settled on the company, and their means were subsequently increased by other pious and well disposed persons.

It was this company, composed as it always has been, partly of members of the Church of England, and partly of Protestant dissenters, which supported various missionary undertakings in New England during the seventeenth century. Their endeavours were continued for the same purpose through the greater part of the eighteenth, until interrupted and for some time suspended by the war between Great Britain and her North American Colonies. The operations of the company have since been carried to the neighbouring Provinces of New Brunswick and Canada, where in addition to schools and other establishments for the instruction of Indians in useful learning, this company has contributed largely to the repairing of the church at the Mohawk village, on the Grand river, and has caused another church to be built lower down on the same river at the Tuscarora village.

The original vault of the Brant family having been constructed of wood, got in the course of time considerably out of repair. It was therefore decided by the inhabitants of the neighbourhood to raise a subscription for the purpose of replacing it with one more worthy of its object. This was accordingly done. A tomb was prepared, of stone, and on the appointed day a large number of persons turned out to assist in the ceremony. Amongst the most conspicuous of whom were the Freemasons: the deceased chief having been a member of that body. A large stone slab, forming the top of the tomb, bears the following inscription:

This Tomb
Is erected to the Memory of
THAYENDANEGEA, OR
CAPT. JOSEPH BRANT,
Principal Chief and
Warrior of
The Six Nations Indians,
By his Fellow Subjects,
Admirers of his fidelity and
Attachment to the
British Crown.
Born on the banks of the
Ohio River 1742, died at
Wellington Square, U. C. 1807.

It also contains the remains
of his Son, AHYOUWAIGHS, or
CAPT. JOSEPH BRANT,
Who succeeded his father
as TEKARIHOGEA, and
distinguished himself in
The War of 1812–15.
Born at the
Mohawk village, U. C. 1794
Died at the same place 1832
Erected 1850.

A short distance from the preceding is another grave, with a marble head-stone erected to the memory of "Peter Brant John," (a grandson of Joseph Brant,) whose widow resides in a small house near the church.

To return to Brantford. On the nineteenth of April, eighteen hundred and thirty, the Indians made a surrender to the Government of the town plot of Brantford, which was immediately surveyed in part, and sold by auction to actual settlers at an upset price of ten pounds per lot, and as much more as the purchasers saw fit to bid.

The town has increased rapidly within the last few years, having great advantages for shipping produce through the Grand river, and

also being situated on the great thoroughfare leading from Hamilton to London. The situation is healthy, and is well supplied with good spring water. During the summer season steamboats ply regularly to Dunnville, and from thence to Buffalo.

Brantford now contains about three thousand two hundred inhabitants; has a large town-hall and market house, built of brick, which cost twenty-two hundred pounds; a large public school, also of brick, with about three hundred scholars attending; six churches, Episcopal, Presbyterian, Methodist, Congregationalist, Baptist and Catholic. There are four grist mills, one of which is a large brick building; two foundries, doing a large business; a stone-ware manufactory, the only one yet in operation in the west of Canada, (the clay used is imported from Amboy, in the State of New-Jersey); two tanneries, two breweries, four distilleries, a planing machine and sash factory, &c. &c.

The Bank of British North America, and the Montreal Bank have agents here, and the Gore District Mutual Fire Insurance Company has an office in the town. A substantial bridge has been constructed across the river, and a block of land, containing about eight acres, has been laid out in the outskirts of the town as a Necropolis, and planted with ornamental trees.

In addition to being situated in the centre of a fine section of country, Brantford has the great advantage, (greater still from its being an inland town,) of water communication through the Welland canal with both lakes, Erie and Ontario. A canal, about a mile and a half in length, has been made from the town, which cuts off a considerable bend in the river. The locks, &c., have been previously mentioned.

The Grand River Navigation Company was chartered by Act of Parliament in the reign of William the Fourth. The capital stock of the company is fifty thousand pounds, and the Six Nations Indians are the principal stockholders, (holding stock to the amount of thirty-eight thousand two hundred and fifty-six pounds). They are represented at the board of directors by two gentlemen appointed by the Government. The Indians have made complaints of their money being so invested, as it was done without asking their consent, and the dividends as yet have been but small. The amount of tolls, however, is considerably on the increase. The following account of exports will show the capabilities of the surrounding country:

Description of Article.	Quantity.	Quantity.
	1849.	1850.
Flour	31238 barrels	25284 barrels.
Pork	90 barrels	221 barrels.
Whisky, beer, &c.	246 barrels	155 barrels.
Ashes, (pot and pearl)	75 barrels	91 barrels.
Wheat	175174 bushels	223651 bushels.
Potatoes	450 bushels	196 bushels.
Stone		126 toise.
Castings	15 tons	1¼ tons.
Bricks		19000 No.
Horses	3 No.	8 No.
Sheep		11 No.
Square pine timber	58280 cubic feet	3140 cubic feet.
Square oak timber	77827 cubic feet	236789 cubic feet.
Saw logs	29033 No.	19361 No.
Sawn lumber	12624659 feet	13043031 feet.
Staves	5500 No.	31000 No.
Lime	100 bushels	6 bushels.
Firewood	366 cords	517½ cords.
Shingles	144 M.	224½ M.
Oats		13378 bushels.
Malt		1016 bushels.
Barley		3000 bushels.
Bran and shorts	132 tons	6½ tons.
Number of steamboats arrived and departed	56	111
Scows, do.	598	824

A large portion of the lumber, square timber and saw logs, was shipped below Brantford.

Revenue from tolls, 1849	£1843 9 9
Do. do. 1850	1959 12 3
Rent of hydraulic privileges under lease	1156 10 0
Rent of warehouse and other sites	137 7 0

In addition to the produce, &c. shipped *via* the Grand river, large quantities of flour, whisky and ashes are teamed down to Hamilton and shipped there. One merchant alone ships about two hundred barrels of ashes yearly.

Two newspapers are published in Brantford, the "Courier" and "Herald." That portion of the town situated on the opposite side of the river is called "West Brantford."

The township of Brantford is well settled, and contains a number of excellent and many large farms. A considerable portion of the land in the neighbourhood of the town consists of oak plains, and the soil is generally a sandy loam. The hills are mostly full of gravel. Having

the advantage of a good supply of plaster within a short distance, the farmers are enabled to grow excellent crops of wheat. One farmer alone, a gentleman named Christie, is said to raise upwards of seven thousand bushels of wheat annually. He took the premium at the last Provincial exhibition for the best twenty-five bushels of wheat; it weighed sixty-six pounds to the bushel, and was sent to England to compete against the world at the great fair.

Farming land in the township is now worth from thirty to forty dollars per acre. The census rolls of the township not being where they should have been, viz. in the office of the clerk of the peace for the county, we are unable to go as much into detail respecting the products of the township as we would wish.

About five miles from Brantford, in the south of the township, on the road leading from Brantford to Simcoe, is the fine settlement called "Mount Pleasant." It is in truth a pleasant situation, although it has not much of the *mount* about it. It is a long village, in a fine section of country; it contains about four hundred inhabitants, has a woollen factory, and about the usual proportion of business people and mechanics. There are three churches, Episcopal, Presbyterian and Methodist.

In the western extremity of the township, on the plank road, about six miles from Brantford, is the village called "Springfield." A small stream, called Whiteman's creek, passes through it, on which are situated a grist mill, saw mill and woollen factory. There is a Methodist church in the village.

To the south-east of Brantford, and bounded on the north by the Grand river, is the township of Tuscarora. This township, which contains about forty-three thousand acres, is held altogether as an Indian reserve. Many lots in the township have been squatted upon by ignorant or unprincipled persons, who have given considerable trouble both to the Indians and the Government.

About nine miles south from Brantford, and three miles south of the Grand river, is situated the noted "sour spring;" not having time to visit the locality, we avail ourselves of the description furnished by Mr. Hunt:—"The country for some distance around is thickly wooded, but in the immediate vicinity of the spring is a small clearing, on a rising ground, on one side of which is the spring, in an enclosure some eight or ten rods square. In the centre of this is a hillock, six or eight feet high, made up of the gnarled roots of a pine, now partially decayed. The whole enclosure is covered with crumbling rotten wood, and resembles a tan-heap; upon digging down eighteen inches the same material was found, apparently derived from the crumbling away of the trunk of the once huge pine, whose roots now occupy the centre of the enclosure.

The whole soil, if it may be thus designated, is saturated with acid water, and the mould at the top of the hillock, as well as without the enclosure, is strongly acid. Near the confines of this region, but in soil still quite acid to the taste, several plants were observed growing. They were the sheep's sorrel, the wild strawberry, two species of raspberry, besides several mosses and a fern. The more acid parts were devoid of all vegetation.

The principal spring is at the east side of the stump, and has a round basin about eight feet in diameter, and four to five feet deep; the bottom is soft mud. At the time of my visit it was filled to within a foot of the brim, and, as the guide assured me, unusually full, much fuller indeed than it had been five days previously, although no rain had fallen in the interval. There is no visible outlet to the basin; at the centre a constant ebullition is going on from the evolution of small bubbles of gas, which is found on examination to be carburetted hydrogen. The water is slightly turbid and brownish coloured, apparently from the surrounding decayed wood, which indeed forms the sides of the basin. It is strongly acid and styptic to the taste, and at the same time decidedly sulphurous; a bright silver coin is readily blackened by the water, and the odour of sulphuretted hydrogen is perceived for some distance round the place.

Within a few feet of this, was another smaller basin, two feet in diameter, and having about one foot of water in it; this was evolving gas more copiously than the other, and was somewhat more sulphurous to the taste, although not more acid. In other parts of the enclosure were three or four smaller cavities partly filled with a water more or less acid, and evolving a small quantity of gas. The temperature of the larger spring was 56° F., that of the smaller one 56° near the surface, but on burying the thermometer in the soft mud at the bottom the mercury rose to 60.5°. One thousand parts of the water yielded—

Sulphuric acid	4,63500
Potash	,03290
Soda	,02190
Lime	,31920
Magnesia	,05240
Alumina	,14000
Peroxyd of Iron	,19150
Phosphoric acid, (traces)	

The quantity of sulphuretted hydrogen is small, being about one-half of a cubic inch in two hundred cubic inches of the water.

To the north of Tuscarora is the township of Onondaga. The lots fronting the river, from number thirty-five to sixty, are reserved by the

Indians for their own use. Thus of the original grant, extending from the mouth of the Grand river to the Falls of Elora, all that the Indians now retain is the township of Tuscarora, these lots in Onondaga, a small quantity in Brantford, and a small quantity in Oneida. We have already spoken of the early sales by Joseph Brant; since that time the land has been gradually, and from time to time surrendered and sold, at prices varying from three shillings and ninepence to two pounds per acre.

The Six Nations number about two thousand three hundred, and there are also about two hundred and fifty Mississagus settled upon the reserves. The township of Onondaga is now well settled, containing sixteen hundred and seventy-seven inhabitants, and four saw mills; and it produced from the crop of eighteen hundred and forty-nine, fifty- six thousand bushels of wheat, thirty-three thousand bushels of oats, ten thousand bushels of potatoes, six thousand five hundred pounds of wool, and five thousand six hundred pounds of butter. This township has filled up rapidly, the ratable property in it only amounting to five thousand six hundred pounds, in eighteen hundred and forty-five; and having increased to above twenty-two thousand pounds in eighteen hundred and fifty.

From Brantford to Paris, distant seven miles, the land is rolling, and a considerable portion of it may fairly be called hilly; a large portion of the timber is oak, and the soil a sandy loam. Fine farms line the road on either side.

Paris, so called from its contiguity to beds of gypsum or plaster of Paris, is situated on the Governor's road, partly in the township of Brantford, but principally in Dumfries. It is divided into the upper town and lower town, (Smith's creek, which here enters the Grand river, separating the two); and the most singular circumstance connected with it is that the water runs from the lower town to the upper town. Not that the water absolutely *runs up hill*, but the banks in the lower town, on the upper portion of the streams are low, while below the banks rise suddenly to a considerable height. Even the main street of the upper town has a "higher still," and is bounded by a range of hills.

It is in these hills or knolls that the beds of plaster are found.

The streams here give a considerable amount of water power: that furnished by Smith's creek alone has yet been made use of.

The formation of the plank road through Brantford having deprived Paris of a great deal of its traffic, strenuous exertions are now making to turn the tide of trade back again. A company was formed in the fall of eighteen hundred and forty-nine, with a capital of ten thousand pounds, for the purpose of gravelling and planking the Governor's road from Dundas to a distance of sixteen miles beyond Paris, making thirty-

eight miles in all. The work is expected to be finished in the summer of the present year, (eighteen hundred and fifty-one.)

The population of Paris in eighteen hundred and fifty was eighteen hundred and ten. It contains two flouring mills, having seven run of stones, two plaster mills, a woollen factory, two foundries, a tannery, machine shop, with planing machine, &c. distillery, soap and candle factory, saw mill, &c.

There is a town hall and "lock-up-house" for the safe custody of evil doers, and six churches, Episcopal, Presbyterian, Methodist, Congregational, Baptist and Roman Catholic. There are two bridges across the Grand river and one across Smith's creek.

There were exported from the village last year, twenty-seven thousand barrels of flour, one hundred and fifty thousand feet of lumber, nine hundred and ninety-seven hogsheads of whisky, and about one thousand tons of plaster.

Since the establishment of a second mill there has been considerable competition in the plaster trade; the opposition however does not appear to have lowered the price, which still remains at four dollars and a half per ton. Should the Great Western Railroad be carried through Paris, as projected, the beds of plaster will form a profitable source of revenue.

We must not omit to notice, amongst the manufactures, one of Bath bricks, being as far as we are aware, the second only started in the Province, the first being at Goderich. How absurd it seems to import a heavy article like *bricks* from the other side of the Atlantic, when we have the material at hand to make them.

The Gore Bank has an agent in Paris, and a newspaper, the "Paris Star," is printed here.

From Paris to Galt there are two roads, one which runs for much of the distance within sight of the river, and is tolerably level, and the other on the opposite side of the river, which has a branch leading off to Ayr. The direct distance is about fourteen miles.

To Ayr there are two roads, the old travelled road, which is about ten miles, and a new road, which is as yet not much travelled, which is about eight miles. By the former, you follow the Galt road for about seven miles, and then turn to the left. Within less than a quarter of a mile of Ayr is a small settlement, called Jedburgh, containing a grist mill and distillery.

Ayr, which appears to be a thriving village, has increased considerably within the last few years. It contains about five hundred inhabitants; two grist mills, with two run of stones in each; a foundry and machine shop, distillery, fulling mill, &c. Three churches, United Presbyterian, Free church and Catholic.

From Ayr to Galt, you return the way you came, three miles, to the Paris and Galt road, from whence to Galt is about seven miles. The road is tolerably straight, but the land the whole distance from Paris to Ayr, and from Ayr to Galt, is hilly; the timber is at first principally oak, with a small quantity of pine intermixed; afterwards the pine becomes more frequent, and in larger quantity, although where the timber has been cut off the land, and the young brushwood allowed to spring up, oak is the predominating species.

Galt, so called after the late author of that name, is a thriving little town, situated on the Grand river, near the north-east corner of the township of Dumfries. It is built on a limestone foundation, on both banks of the river, and has considerable advantages in the way of water power. A number of new stone buildings have been erected, and it has increased considerably since the year eighteen hundred and forty-five, when its population only amounted to about a thousand. In eighteen hundred and fifty the inhabitants numbered two thousand two hundred and thirteen. There are two large flouring mills, having each four run of stones, which made last year thirty-two thousand seven hundred and sixty-five barrels of flour; one oatmeal mill, one barley mill, two saw mills, two foundries, two distilleries, two woollen factories, a last factory, pail factory, two axe factories, a tannery, and soap and candle factory.

The Gore Bank and the Commercial Bank of the Midland District, have each an agent here; and two newspapers are published, the "Reporter," and "Reformer." The principal societies established are, the St. George's, Odd Fellows', Sons of Temperance, a building society, and fire and hook and ladder companies.

The ratable property in the town in eighteen hundred and fifty, amounted to nineteen thousand one hundred and thirty-three pounds.

We have not yet mentioned the new paper mill, as it deserves a special notice to itself. This establishment is situated on the bank of the river, and has been in operation only a few months. It appears to be very complete of its kind. As it requires a large quantity of pure water it is supplied from a neighbouring hill, and the water is conveyed to the upper floor of the building. The process of transmuting old rags into beautiful paper is a very interesting one.

The first operation is shaking the dust out of the rags; this is done by placing them in a large perforated metal cylinder, which is kept revolving till the rags are sufficiently dusted. They are then conveyed to the sorters; these are young women who examine the rags and separate the linen or cotton from the woollen, (the latter being useless for paper making), at the same time cutting off, against a large knife fixed for the purpose, buttons, hooks and eyes, &c. The rags are then washed and

afterwards boiled in an immense vat or cauldron for a sufficient length of time; then, after being bleached and reduced to pulp, (all by machinery) they begin to be ready to be converted into paper.

The last part of the operation is the most interesting. It is carried on in a long room, at one end of which the paper in a liquid state, resembling very much thin water gruel, is conveyed into a reservoir in which a large cylinder covered with cloth or fine blanket is continually revolving. As it passes through the pulp it gathers up a certain film of the suspended matter, the moisture of which is pressed out as it travels along the machinery. After being carried over roller after roller, becoming firmer and more solid at every turn, it passes between hot polished iron or steel rollers, which dry and give it a face at the same time. As it makes its exit at the farther extremity of the machine, a large cutting blade divides it into slices the size of the intended sheet. A girl gathers up and arranges the pieces as they fall, and they are then carried to another room, where they are folded, counted and put up in quires, reams and bundles.

The whole operation, from the picking up the pulp to delivering the paper, is performed by one set of machinery; it will thus be seen that, but for the occasional breakage of the web, an accident that sometimes happens, through some little jerk or check of the machinery, it is as easy to make the paper by the *mile* as by the yard. As great steadiness is required in order to avoid these breakages, a steam engine is employed for the special purpose of working this machine alone.

The greatest obstruction to paper making in Canada is the difficulty of obtaining a good quality of "stock," as it is called, or material. It is impossible to make linen paper out of cotton rags, and very little *linen* comparatively being worn in Canada, or indeed in any part of North America, linen rags are necessarily scarce. The enterprising proprietors of this mill are therefore endeavouring to induce the farmers to grow flax for the purpose of supplying them. There is considerable difficulty in persuading a Canadian farmer to attempt growing any crop he has not been accustomed to, the fear of failure in his mind counterbalancing the chance of gain. In the present case the proprietors had succeeded in tempting a farmer to undertake the task, by offering him *double the sum per acre* that he was accustomed to make by growing wheat.

For making linen, the flax is recommended to be pulled before the seed is quite ripe; but for paper making, the Messrs. Forbes say they would prefer that the seed should be ripe, before the pulling. This of course would increase the profit of the grower, as he would have the seed as well as the straw to make money of.

The price offered at the paper mill is, for flax, twenty pounds per ton; for flax, with the finest portion taken out, fifteen pounds per ton; and for the straw alone, five pounds per ton.

The following extracts are taken from a paper issued by the "Committee of the Society for the Promotion and Improvement of the Growth of Flax in Ireland," and may be useful to any persons in this country who may wish to try the experiment:

"By attention and careful cultivation, good flax may be grown on various soils. The best is a sound dry, deep loam, with a clay subsoil. It is very desirable that the land should be properly drained, as when it is saturated with either underground or surface water, good flax cannot be expected." * * * * "Different soils require a difference of rotation. In the best soils of Flanders, flax is grown in the third year of a seven-course rotation, or the fifth year of a ten-course rotation. It there invariably follows a corn crop, generally oats. One of the points of the greatest importance in the culture of flax is, by thorough draining, and by careful and repeated cleansing of the land from weeds, to render it of the finest, deepest and cleanest nature. After wheat, one ploughing is sometimes sufficient, but two are generally safest on stiff soils, one in autumn and one before spring. Plough and harrow very early in spring, and again a month after, to bring the land into good tilth, and clean it thoroughly from weeds and roots. Following the last harrowing it is necessary to roll, to give an even surface and consolidate the land, breaking this up again with a short toothed or seed harrow before sowing, and after sowing covering it with the same, going twice over it, and finishing with the roller, which will leave the seed covered about an inch, the proper depth.

"The seed best adapted for the generality of soils is Riga, although Dutch has been raised in many districts of country, for a series of years, with perfect success. American seed should never be used, as it produces a coarse branched flax. Select plump, shining, heavy seed. Sift the seed clear of all the small seeds of weeds, which will save a great deal of after trouble, when the crop is growing. The proportion of seed may be stated at two bushels and a half to the English acre. It is better to sow too thick than too thin, as with thick sowing the stem grows tall and straight, with only one or two seed capsules at the top, and the fibre is found greatly superior in fineness and length, to that produced from thin sown flax, which grows coarse and branches out, producing much seed, but a very inferior quality of fibre.

"The time when flax should be pulled, is a point of much nicety to determine. The fibre is in the best state before the seed is quite ripe. If pulled too soon, although the fibre is fine, the great waste in scutching

and hackling, renders it unprofitable, and if pulled too late, the additional yield does not compensate for the coarseness of the fibre. The best time for pulling is, when the seeds are beginning to change from a green to a pale brown colour, and the stalk to become yellow for about two-thirds of its height from the ground.

"The principal objection urged against the extended growth of flax is, that it exhausts the soil, without returning anything to it. But by saving the seed and seed bolls, and feeding upon them, the manure thus produced can be returned to the ground and will supply most of the valuable constituents abstracted from it during the growth of the plant. It has been ascertained, beyond a doubt, by chemical analysis, that the fibre, for which the flax plant is cultivated, is produced entirely by the atmosphere."

There must be much land in Canada suitable for the growth of flax, and we would strongly recommend the farmers to try it.

The churches in Galt are Episcopal, church of Scotland, Free church, Secession, Wesleyan Methodist and Primitive Methodist.

The township of Dumfries, as we have already noticed, came into the possession of Mr. W. Dickson, who commenced settling it in the year eighteen hundred and sixteen. In eighteen hundred and seventeen a statement was furnished to Mr. Gourlay, from which it appears that there were at that time in the township, thirty-eight settlers, making with their families, one hundred and sixty-three persons, young and old. They had cleared, and chopped ready for clearing, two hundred and forty-five acres, and had sown in the fall of that year one hundred and twenty-seven bushels of wheat and ten bushels of rye. They possessed fifteen horses, forty-one cows and sixteen oxen. At that time there was no grist mill in the township: one saw mill and one store.

In eighteen hundred and forty-one, the population amounted to six thousand one hundred and twenty-nine; and in eighteen hundred and fifty, the number had increased to seven thousand three hundred and sixteen. There are five grist and eleven saw mills in the township; and two hundred and fifty-five thousand bushels of wheat, seventeeen thousand bushels of barley, one hundred and twenty-seven thousand bushels of oats, twenty-nine thousand bushels of peas, eighteen thousand bushels of Indian corn, sixty-five thousand bushels of potatoes, eighty thousand bushels of turnips, fifty-two thousand pounds of wool, twenty-six thousand pounds of cheese, and eighty-nine thousand pounds of butter, were produced from the crop of eighteen hundred and forty-nine.

In addition to a large number of horses, oxen, cows and pigs, there are in the township above seventeen thousand nine hundred sheep, a

larger number perhaps than will be found in any other township in the Province.

There is much hilly land in the township, and in the valleys are a number of small lakes, much frequented by the disciples of Isaac Walton, and also by the sportsmen of the neighbourhood; being noted for affording in the proper seasons, both good fishing and duck and snipe shooting. One in particular, "Blue Lake," is much resorted to, not only by the aforesaid gentry, but also by pic-nic parties.

The soil of the township is generally loam, with very little clay; the timber a mixture of oak, pine, maple, beech, basswood, elm, cherry, and chestnut, with cedar in the swamps. The oak plains are easily cleared, and the proximity of beds of plaster is a great advantage. It is usually sown in quantities of from sixty to a hundred pounds weight per acre.

Near the south-east corner of the township, about ten miles from Galt, is a small village called St. George, where is a grist and saw mill and distillery.

In returning from Galt to Hamilton, we pass through the townships of Beverley and West Flamborough. After leaving Galt a short distance the character of the timber changes, and it is nearly altogether hardwood for two or three miles, after which the limestone rock begins to make its appearance at the surface, with a coating above it of rich loam, varying in depth from a few inches to two or three feet; the timber at the same time becomes more mixed with pine.

The township of Beverley commenced settling about the year eighteen hundred, when wild land was selling at ten pounds per lot of two hundred acres. In eighteen hundred and seventeen it contained about three hundred inhabitants and two saw mills, and wild land had increased in value to from ten shillings to two pounds per acre, according to situation. In eighteen hundred and forty-one the population had increased to two thousand six hundred and eighty-four, and in eighteen hundred and fifty to six thousand one hundred and fifty-five. There are one grist and twenty-one saw mills in the township, and seventy-eight thousand bushels of wheat, ninety-nine thousand bushels of oats, nineteen thousand bushels of peas, forty-four thousand bushels of potatoes, sixty-three thousand bushels of turnips, thirty-four thousand pounds of maple sugar, twenty thousand pounds of wool, and forty-four thousand pounds of butter, were produced from the crop of eighteen hundred and forty-nine.

The soil of Beverley is principally a rich loam, and the timber consists of white and red oak, pine, chestnut, maple, beech, basswood, elm, cherry, cedar, &c. There is no village in Beverley.

Part of the Hamilton and Galt road, passing through this township, known as the "Beverley swamp road," was long a terror to travellers, but within the last three or four years it has been macadamised and improved.

Sixteen and a-half miles from Galt we reach the village of Flamborough, in the township of Flamborough West. It is pleasantly situated, in the midst of a fine country. In the village itself there is a foundry, post office, &c. and about a quarter of a mile distant, in a beautiful valley, called "Crooks's hollow," is quite a cluster of buildings consisting of a grist mill, saw mill, distillery, paper mill, woollen factory and tannery. An oil mill was in operation here some years since, but had to stop working from the impossibility of obtaining linseed to keep the mill going. The farmers finding it cheaper to purchase cottons than to manufacture the flax, and there being no purchaser of the article for exportation.

A beautiful and rapid stream flows or rather dashes through the valley, known here as the "Flamborough stream;" when it reaches Dundas its name is changed to the "Dundas stream." It was originally called "Morden's creek." About a mile above Crook's mills, are a grist and saw mill and distillery, and about a mile below is another grist mill with a large distillery attached.

In the village is a Methodist church, and a short distance from it is a Presbyterian church. The first mill was built here in eighteen hundred and sixteen. Flamborough village, including the "hollow" contains a population of about four hundred.

The township of West Flamborough commenced settling in seventeen hundred and ninety-four, when wild land might be bought for about one shilling per acre. In eighteen hundred and seventeen the township contained three hundred and sixty inhabitants, one grist and six saw mills, and one fulling mill. In eighteen hundred and forty-one the population had increased to two thousand four hundred and twenty-eight, and in eighteen hundred and fifty to two thousand nine hundred and fifty-five. It now contains two grist and two saw mills, and produced from the crop of eighteen hundred and forty-nine, fifty-three thousand bushels of wheat, twenty-seven thousand bushels of oats, twenty-one thousand bushels of potatoes, twenty-two thousand bushels of turnips, seven thousand pounds of wool, and twelve thousand pounds of butter.

The surface of the country varies, being composed of hill and dale; the soil is chiefly loam, and is well watered with numerous small streams. There are many fine farms, beautifully situated in the township.

Soon after leaving Flamborough you begin gradually to descend the "mountain," getting occasionally a fine view over the surrounding

country. The road is circuitous, but well made. Before descending into the town of Dundas, you see towering above you, on the left, an enormous cutting and embankment, now making by the Great Western Railroad Company. And immediately in front of it the Flamborough stream, now become the Dundas stream, having supplied Spencer's mill, crosses the road and rushing into the valley below, hurries on to add to the prosperity of Dundas.

Dundas, which is three miles and a half from Flamborough, and five from Hamilton, is situated on a rising ground at the foot of the mountain, and has long been noted as a manufacturing place. It has a valuable supply of water power, which is made use of to a considerable extent. A marsh, called "Coote's Paradise," (from a keen sportsman who used to spend much of his time here in shooting wild ducks, snipes, &c.,) extends from the town to Burlington Bay.

For some time the trade of the town had considerable difficulties to contend with, all produce shipped having to be conveyed to Burlington Bay by land. The construction of the Desjardins canal, which is five miles in length, and is carried through the marsh to Burlington Bay, enables the manufacturers and merchants to ship from their own doors. We have no account of the actual cost of the canal, but in the public accounts there is one item of a loan to the Desjardins Canal Company of seventeen thousand pounds.

Having a large supply of freestone and limestone in the immediate vicinity, a large number of the principal buildings are constructed of stone.

The population in eighteen hundred and forty-five was about seventeen hundred. It has now increased to two thousand five hundred. A large town hall has recently been erected at an expense of two thousand five hundred pounds. There are in the town seven churches, Episcopal, Presbyterian, Presbyterian church of Canada, United Presbyterian, Wesleyan Methodist, Baptist and Roman Catholic.

There are three fire companies, and hook and ladder company, with two engine houses; a St. Andrew's Society, Society of Odd-Fellows, Sons of Temperance, and a building society.

The registry office for the county is kept in Dundas, and the Bank of British North America has an agent here.

The principal manufactories of the town consist of three flouring mills: the Dundas mills, having six run of stones; the Wentworth mills, with two run, and the Gore mills, with four run. A paper mill is now erecting by the proprietor of the latter. The foundry of Messrs. Gartshore and company is an extensive establishment, where machinery, of every kind, steam engines, &c. &c. are made to a large extent; this concern is well

known over a large portion of the Province; as also is the axe factory of Mr. George Leavitt. Besides these there is a woollen factory, a patent sash factory, to which establishment a planing machine is attached; a last factory, manufactory for making fanning mills and straw cutters, a corn broom factory, tannery, soap and candle factory, brewery, and shoe peg factory.

A newspaper is published here, the "Dundas Wardeh."

The process of turning lasts is a very ingenious and very simple one. The piece of wood, generally green maple, is chopped with an axe into a rude shape, something resembling the form of a last. It is then placed in a lathe of a peculiar construction, opposite to a set of circular chisels attached to a hook or circlet of iron. Attached to the same portion of the machinery and in a line with the block of wood, is a perfect last, which acts as a guide to the other. As the chisels revolve, the rod to which the last and the piece of wood to be manufactured are attached also revolves, and this part of the machinery has also a lateral motion, and is elastic in its motion, so that the perfect last as it revolves, striking against a smooth iron cushion, placed opposite to it, throws the block in course of manufacture farther, or brings it nearer as the case may be, to the set of chisels, thus producing a perfect fac-simile of the pattern, with the exception of the two ends, the point of the toe and heel, by which it was affixed to the machine. They are then seasoned, and afterwards the heel and toe are cut into shape with an enormous blade, something resembling an old-fashioned hay knife, after which they are polished up with sand paper.

The Episcopal church, the only one we had time to visit, although it has a plain exterior, is well finished and fitted up within.

The following account of exports and imports will give some idea of the trade of the place. The statements are given for eighteen hundred and forty-nine as being a fair average for the last four years. During the season of eighteen hundred and fifty the canal was undergoing repairs and improvements, and in consequence but little business was done on it.

EXPORTS *by the Desjardins Canal for the year* 1849.

Article.	Quantity.
Flour	120261 barrels.
Oatmeal	772 barrels.
Pot Barley	47 barrels.
Whisky	3347 barrels.
Vinegar	409 barrels.
Ashes	110 barrels.
Pork	226 barrels.
Butter	660 firkins.
Grass seed	54 barrels.
Biscuits	20 barrels.
Beef	7 barrels.
Goods	599 cwt.
Wheat	7840 bushels.
Barley	3414 bushels.
Lumber	626000 feet.
Staves, (puncheon)	7127 No.
Castings	1945 cwt.
Mill stones	40½ cwt.

IMPORTS *by the Desjardins Canal for the year* 1849.

Article.	Quantity.
Merchandize	5748 cwt.
Salt	7084 barrels.
Crockery	325½ cwt.
Pig iron	370 tons.
Bar iron	7636½ cwt.
Hoop and bundle iron	66 cwt.
Burr stones	210 cwt.
Grind stones	320 cwt.
Coals	290½ tons.
Water lime	262 barrels.
Gypsum or plaster	400 barrels.
Tallow	50 barrels.
Rosin	66 barrels.
Oil	84 brls. & hhds.
Nails	1131½ cwt.
Sugar and molasses	1882 cwt.
Fish	762 barrels.
Indian corn	4012 bushels.
Turpentine and tar	12 barrels.
Firewood	15 cords.

From Dundas to Hamilton the road is macadamised, and is rather hilly. The old road, between Dundas and the Hamilton and Brantford road, having got considerably out of repair, and in fact almost impassable, a new road was made which is a great improvement. This is

called the Dundas and Binkley road. But while acknowledging the improvement, we think that *two* toll gates between Hamilton and Dundas, a distance of five miles, is too much for either the pockets or the patience of Her Majesty's subjects. No man who has ever travelled on bad roads need object to paying fair tolls for the privilege of travelling on good roads; but when a road has been so badly made in the first instance, and so lightly covered with stone, or so badly kept in repair afterwards, (as is the case with part of the old road,) that a few days wet weather causes it to be cut into ribands, and travellers' wheels are continually slipping across the road, no sooner out of one rut than in another, we think road makers or road owners ought to have a little conscience.

We have now given a synopsis of the past and present condition of the western townships of the Gore District, as fine a section of country as is to be found in the Province. On turning over the pages of a work published in eighteen hundred and thirty-nine by Messrs. Oliver and Boyd, Edinburgh, a work we have before alluded to, we were much amused at stumbling on the following passage: "Gore District, when it passes Burlington Bay, must, we suspect, be considered as mere bush. Beyond Ontario, the shores of Lake Erie, even since the completion of the Welland canal, cannot be recommended without some hesitation. The distance from Montreal becomes great, and as the goods could scarcely be conveyed without transhipment, the tolls of three canals must be paid. At all events, it is only the lands closely adjoining this great lake that appear to afford a profitable site for the more opulent settlers; for the interior of the London District, including even the banks of the Thames, must still, we suspect, be classed with the bush territory. The shores of Lake Huron must also be included under the same description."

We can imagine the peals of hearty laughter that would be raised by many of the thriving and even wealthy settlers in the Gore, Niagara, Talbot, Brock, Wellington, London, and even Western and Huron Districts, at reading such a passage as this; and yet many of them came to the country with scarcely a shilling.

As an example of the success that usually attends exertions properly applied in western Canada, we may repeat an anecdote related to us by an eccentric friend, the truth of which we can vouch for, having merely, for obvious reasons, omitted names and the locality. The story cannot be better told than in his own words: "I was standing," said Mr. ****, "one day, about four years ago, by the river side, watching the steamboat which had just arrived on her upward trip; while she was taking in wood and discharging cargo, the captain drew me aside

and pointed out some of his passengers whom he was taking up the river in search of a new home. Led by the glowing descriptions continually published of the United States, they had left England and emigrated to the far, far west, whether Illinois or Wisconsin, I now forget. After remaining there till they lost all the little property they took out with them worn out with sickness, and worse still, that 'hope deferred that maketh the *heart* sick,' they determined to make their way to Canada, in hopes of finding amongst their own countrymen that sympathy and assistance they had in vain sought among a nation of strangers. The couple were still young, but appeared to have added years to their ages by the trials they had undergone. As they stood upon the deck of the boat, strangers in a strange land, spiritless, moneyless, almost hopeless, the man looked gloomily about him, and spoke in melancholy tones; the wife held down her head and said nothing. The captain asked if I could do nothing for them: I turned over in my own mind what I could make of him, and as I had just finished the new mill I determined on making a *cooper* of him; so I told the captain to put them and their traps ashore, and going up to the man, I told him to step ashore. 'I am looking out for a cooper,' said I, 'you are just the man I want; so step ashore and I'll give you employment.' He looked at me in astonishment; 'I am no cooper,' said he, 'I never worked at the trade, and know nothing about it.' 'Pooh! pooh!' said I, 'don't tell me, I know better! Come ashore?' 'I tell you I am no cooper,' said he. 'Nonsense, man! come ashore? I tell you, you are a first-rate cooper, *only you don't know it!*' So I got them ashore; the boat started. 'Now,' said he, 'you have stopped me on my way, and got me here, and I don't see that I can do any thing for you, nor how I am to get a living.' 'Why, what do you want?' 'In the first place we want a house to shelter us, then we want something to eat.' 'There is a house,' said I, pointing to one, 'you can take possession of it; there is the store, you can get meat and groceries there; there is the mill, you can get flour there, and I dare say your wife can make it into bread, and then you can go to work.' 'But I have no tools!' 'Go to the store and get them.' In short I was determined to make a *cooper* of him, and I succeeded.

"You see that neat white cottage on the hill: that is his. That building by the side of it is his workshop. He now employs several men; is out of debt; has purchased the lot adjoining his premises, and is worth at least a thousand dollars." Our friend laughed heartily as he told the story, and well he might. All honour to the man who would step out of his way to relieve a fellow creature in distress, and start him on his way rejoicing; he may well be proud of the result. We found his

statement correct, and more than that, we obtained "the man who was made a cooper against his will" as a subscriber to our work.

Many valuable settlers are annually lost to Canada, through the apathy and indifference of old residents, who might readily give them a helping hand, and serve themselves at the same time: but for want of knowing what to do, or how to set about obtaining employment; (many, indeed a large proportion of them not having been brought up to any regular business,) dispirited perhaps by their want of success in the first instance, they wander about from place to place, till at length they leave the Province altogether, or frequently sink into idle and dissipated habits.

From Hamilton to Waterdown in East Flamborough there are three or four roads, which vary in distance from seven to eight or nine miles. By any one of them it is necessary to cross the marsh, (the continuation or scrag-end of Burlington Bay,) and also to ascend the table land on the opposite side. A narrow ridge of very high land divides the bay from the marsh. One portion of this ridge, fronting the marsh, has a very singular appearance; being clear of timber for some distance from the top, and covered with a short turf, and sloping down almost perpendicularly for at least a hundred and fifty feet, it resembles a "ha-ha" or sunken fence on a gigantic scale.

The usual, or most travelled road to Waterdown is to keep the road on the right hand or Burlington Bay side of this ridge, and cross the marsh, (over which is a good swing-bridge, then follow the Wellington square road till you are about five miles from Hamilton, when a road turns off to the left, which runs nearly straight to the village. Should the traveller make a mistake, and turn to the left a quarter of a mile too soon, he will get on a road which will also lead him to Waterdown, but by a very circuitous and hilly path. There is another road, rather shorter, gained by following the road on the marsh side of the ridge previously spoken of, instead of the Burlington Bay side, and crossing the marsh over a different bridge. But, although a most magnificent view may be obtained from one particular spot on the way, it is doubtful if the pleasure of the prospect is not more than balanced by the hilly and rocky character of a portion of the road.

Waterdown, which is situated on the "mountain," and on Dundas street, is a pleasant looking village. It contains about six hundred inhabitants, and is watered by a bustling little mill stream, called "grindstone creek," a very significant name. There are in the village two grist mills, having four run of stones, four saw mills, a tannery, and a

rake and cradle factory. A woollen factory was in operation, which was burned down, and is now rebuilding.

Fine quarries of freestone are worked close to the village.

A company is now forming for the purpose of constructing a road from Burlington Bay, three miles distant, to connect with the Brock road, (the Dundas and Guelph road.) It will be about twelve miles in length, planked and macadamised, and will pass through Waterdown and Centreville.

The latter village, which is about seven miles back from Waterdown, contains about a hundred inhabitants, a grist mill, and steam saw mill. The Twelve-mile creek runs through the village.

The south-eastern portion of East Flamborough is hilly, but the rear of the township is level or rolling. The soil generally is good, and the timber a mixture of hardwood and pine. The township is well settled and contains excellent farms.

The census rolls for eighteen hundred and fifty, not being where they should have been, in the office of the clerk of the peace, we are unable to give any account of the produce of the township for the last year.

From Hamilton to Wellington Square is nine miles. After crossing the marsh bridge, and ascending the high bank on the opposite side, the soil becomes very sandy, and continues so for a considerable distance. The timber consists of pine, oak, &c. The road runs about a mile back from the bay for some distance, when it turns off at a right angle to the south-east to Wellington Square.

Had Wellington Square possessed the advantage of a good and well-sheltered harbour, it would ere this have become a place of considerable importance, it being a convenient shipping place for a large extent of back country; as it is, its progress is but slow, and property does not appear to rise greatly in value. For a short time during each spring and fall, while Burlington Bay is locked up with ice, the steamboats run from Toronto to the Square, from whence passengers and the mails are conveyed by stage to Hamilton. Through the rest of the season the Toronto and Hamilton boats usually call on their passages up and down.

Wellington Square is pleasantly situated, and contains about four hundred inhabitants. There is a steam grist mill containing three run of stones, and a tannery. Two churches, Episcopal, Presbyterian and Free church.

THE *following are the Exports from the village during the year* 1850.

Article.	Quantity.
Wheat	45,000 bushels.
Flour	16,684 barrels.
Whisky	370 barrels.
Ashes	5 barrels.
Pearl barley	200 barrels.
Butter	120 kegs.
Lumber	430,000 feet.
Rakes	100 dozen.
Sneaths	50 dozen.
Cradles	25 do.

From Wellington Square to Port Nelson is about a mile and a quarter. This is a mere shipping place, containing about sixty inhabitants, doing but little other business. There are storehouses for storing grain for shipment, and a considerable quantity is exported; but, from the absence of the parties engaged in the business, we are unable to obtain any statement of the quantity.

A plank road is in contemplation from the Port, through the back townships.

From Port Nelson to Hannahsville, on Dundas street, is four miles. As you leave the lake shore, the character of the timber changes, and a larger proportion of it is hardwood.

Hannahsville is a village containing about a hundred inhabitants, a post-office, and three churches, Episcopal, Presbyterian and Methodist.

In the north of the township of Nelson are the villages of "Cumminsville" and "Lowville." Cumminsville is nine miles and a half north-west from Wellington Square, and is situated on a road which is continued back from the Port, through the townships of Nassagaweya and Eramosa. From Wellington Square to the top of the table-land or mountain is about five miles; from thence to Cumminsville the road rather descends. The village contains about one hundred and fifty inhabitants. The Twelve-mile Creek flows through it, on which are situated a grist mill, four saw mills, a woollen factory, and tannery.—There is a Free church in the village; and a little below the village, on the same stream, is a powder mill.

About one mile and a half east from Cumminsville, also on the Twelve-mile Creek, is a small settlement called Lowville, containing about fifty inhabitants, and a grist mill with three run of stones.

The township of Nelson commenced settling in the year eighteen hundred and seven, and in eighteen hundred and seventeen it contained

sixty-eight inhabited houses, and four hundred and seventy-six inhabitants, two grist and three saw mills. In eighteen hundred and fifty the population had increased to three thousand seven hundred and ninety-two; it contained five grist and seventeen saw mills, and produced from the crop of eighteen hundred and forty-nine, one hundred and fourteen thousand bushels of wheat, thirteen thousand bushels of barley, thirty-five thousand bushels of oats, sixteen thousand bushels of peas, sixteen thousand bushels of potatoes, nine thousand bushels of turnips, fourteen thousand pounds of maple sugar, eighteen thousand pounds of wool, and forty-one thousand pounds of butter.

From Hannahsville to Palermo, in Trafalgar, is about five miles. The land is rolling and occasionally hilly; the timber principally hardwood. About three miles from Hannahsville the road crosses the Twelve-mile Creek, which here flows through an enormous gully. On the top of the bank, on the west side of the stream, is a small settlement called St. Anne's. Here, on the side of an old tavern, an ancient finger board still remains, pointing out to the traveller the way to "York."

Palermo is a village containing about two hundred inhabitants, a foundry, post-office, and three churches, Episcopal, British Wesleyan, and Episcopal Methodist.

From Palermo to Bronte is about four miles and a half. The country through which the road passes is a succession of hill and dale, and for the last mile and a half of the distance, the road approaches very near the Twelve-mile Creek, the banks of which are at least a hundred and fifty feet above the level of the stream. In places the banks approach very near the waters' edge, and in others they recede, leaving patches of meadow land or flats several acres in extent. As you descend the creek the banks diminish in height, and the low land bordering it at, and for a short distance above its mouth, is of a marshy character.

Bronte, which is a stirring little village, contains about two hundred inhabitants, a grist mill and cloth factory; and a church, Episcopal Methodist, is in course of erection. There are four saw mills on the creek between Dundas street and the lake.

THE *following are the Exports from the Port during the season of eighteen hundred and fifty:*

Denomination.	Quantity.
Wheat	74840 bushels.
Oats	3540 bushels.
Barley	4157 bushels.
Potatoes	67 barrels.
Butter	137 kegs.
Lumber	1835000 feet.
Cordwood	2350 cords.

From Bronte to Oakville is four miles; the land is rolling and slightly hilly, the timber a mixture of pine and hardwood.

Oakville, which is a place of considerable business, is situated at the mouth of the Sixteen-mile Creek, twenty-four miles from Toronto, and about twenty from Hamilton.

The land at this place was formerly an Indian reserve, and was purchased at public auction, on the sixteenth of August, eighteen hundred and twenty-seven, by the late William Chisholm, who obtained from the Provincial Parliament, in eighteen hundred and twenty-eight, a charter, authorising him to construct a harbour, which was opened for the admission of vessels in the year eighteen hundred and thirty. Its total cost up to the year eighteen hundred and forty was nine thousand six hundred and twenty pounds.

Oakville now contains a population of about seven hundred; a foundry; four churches, Episcopal, Free church, Independent, and Roman Catholic, and a new Methodist church is in course of erection. There is also a Temperance-hall, and a new brick school house.

Thirteen vessels belong to the port, having an aggregate tonnage of twelve hundred tons, and another vessel is now on the stocks.

The amount of ratable property in the village, according to the valuation under the old assessment law, was eight thousand one hundred and forty-eight pounds.

During the last year (eighteen hundred and fifty), a plank road was constructed from Oakville to the village of Stewarttown, in Esquesing, a distance of twenty miles. The road was made by a private company, at an expense of seven thousand pounds. The stock was subscribed in the townships through which the road passes, assisted by a loan of three thousand pounds from the County Council. The company expect to extend the road during the present year through the township of Erin, a distance of thirty-six miles from its commencement, and eventually to connect it with the Owen Sound road, at the village of Arthur.

EXPORTS *from Oakville, with amount of Harbor and Customs Revenue, from the year* 1840 *to the year* 1850, *both inclusive.*

Description of Property	Quantity in 1840.	Quantity in 1841.	Quantity in 1842.	Quantity in 1843.	Quantity in 1844.	Quantity in 1845.	Quantity in 1846.	Quantity in 1847.	Quantity in 1848.	Quantity in 1849.	Quantity in 1850.
Pine Boards	555501 feet.	495571	602533	883500	1073000	1145311	963500	1922137	398504	2049703	4518500
Pipe Staves	27391 pieces	13563	5570	.....	.....	.....	.....	.....	.....	.....	4000
W. I. Staves	20963 pieces	.....	1500	.....	.....	7780	.....	1300	.....	.....	2000
Oak and Pine Timber	31550 feet	27415	3000	20000	52000	70750	3600	.....	.....	.....	.....
Ashes	58 bbls.	17	.....	15	33	79	.....	3	.....	....	44
Pork	162 bbls.	308	364	10	65	.....	55	77	10	20	98
Whisky	396 bbls.	163	188	2	69	49	94	233	171	99	620
Salt	..... bbls.	.....	.....	.....	26	.....	.....	.....	.....	.....	.....
Flour	199 bbls.	622	287	.....	1634	5313	7338	8467	12152	11324	13430
Oatmeal	..... bbls.	.....	24	.....	.....	.....	.....	.....	.....	.....	.....
Butter	.... kegs	.....	10	62	....	.....	.....	.....	.....	108	128
Wheat	11243 bush.	47985	20415	47730	54957	86796	71814	45838	85947	100143	165839
Clover and Grass Seed	..... bbls.	.....	.....	.....	259½	102	.....	161	353	.....	37
Oats and Peas	..... bbls.	.....	.....	.....	8	.....	.....	384	.....	.....	4161
Shingles	..... M.	.....	....	.....	16	.....	117218	....	.....	....	.....
Wool	..... cwt.	.....	.....	.....	5420	300	....	2700	.....	15139	.....
Merchandize	336 cwt.	111217	17339	217018	10720	11720	.....	13400	14400	57	79
Schooners	142 No.	149	115	147	200	255	194	201	210	213	277
Steamboats	645 No.	510	472	849	649	699	940	752	497	611	718
Gross amount, H. Tolls	£229 12 2½	369 16 6½	225 11 7	384 1 4½	473 12 1½	659 4 1	601 16 7	556 13 4	645 13 4	843 13 5	849 18 7
Customs Revenue	.....	..... £	116 0 11	246 15 2	669 12 2½	446 14 1	760 4 0	968 19 10	1091 13 10	1349 14 10	1458 6 4

Total value of Exports for the year 1850....	£61,427	14	2
Total value of Imports for the year 1850....	40,335	0	0
Value of Imports from the United States, being part of the above	10,250	4	6

From Oakville to Dundas street, by the plank road, is four miles. At the point of junction, where the plank road crosses Dundas street, is the Trafalgar post-office, and close by is a steam saw mill; but the place is more generally known from being the site of "Post's tavern," the usual stopping place of stages travelling the road. From thence, following the plank road, it is eight miles to Hornby, a village containing about eighty inhabitants, and a post-office.

About four miles and a half south-west from Hornby is a small village called Milton. This is situated on a road running straight back from Palermo, and contains a grist and saw mill, situated on the Sixteen-mile Creek, and a steam grist mill is now building, intended to contain four run of stones. About a mile and a half from Milton is a small settlement, containing a saw mill, known as "Peru."

The township of Trafalgar commenced settling about the year eighteen hundred and seven, when wild land was selling at seven shillings and sixpence per acre. In eighteen hundred and seventeen, it contained five hundred and forty-eight inhabitants, one grist and four saw mills, and land had risen in value to twenty-two shillings per acre. In eighteen hundred and fifty, the population had increased to four thousand five hundred and thirteen; it contained three grist and nineteen saw mills, and produced from the crop of eighteen hundred and forty-nine, one hundred and forty-four thousand bushels of wheat, fifty-six thousand bushels of oats, twenty-six thousand bushels of peas, thirty thousand bushels of potatoes, eleven thousand bushels of turnips, thirty-one thousand pounds of wool, and seventeen thousand pounds of butter. The land through the township is generally rolling, and the timber a mixture of various kinds of hardwood and pine.

Continuing along the plank road, four miles from Hornby, you pass through the small settlement called "Ashgrove;" and two miles beyond that, you reach the flourishing village of Stewarttown, situated on a portion of the west branch of the Credit river. It contains a population of about three hundred, a grist mill with three run of stones, saw mill, and tannery, and post-office. And a commodious brick building has been erected for a town-hall.

About a mile and a half from Stewarttown, is Georgetown, a considerable village, also situated on a portion of the west branch of the Credit. It contains a population of about six hundred, a large woollen factory, employing about forty hands, a grist mill, two tanneries and

two foundries. There are two churches, Wesleyan Methodist and Episcopal Methodist.

In the west corner of the township is a small village called Acton. It is about eight miles from Georgetown, by the road at present travelled; when the plank road is completed to the village, (Credit and Guelph road,) the distance will be reduced to six miles. Acton contains a grist and saw mill, carding machine and fulling mill.

About two miles north-east from Georgetown, is a small village called Williamsburg, which contains a grist and saw mill, woollen factory, and a Methodist church.

From Georgetown to Norval is three miles and a half, in a south-easterly direction. This village is situated on the river Credit, and also on the plank road; it contains a grist and oatmeal mill, saw mill and tannery; with two churches, Episcopal and Free church, and a post-office.

From Stewarttown to Georgetown the land is rather hilly, and from Georgetown to Norval it is also hilly. The timber is principally pine, with a little hardwood intermixed; occasionally a few acres may be seen, timbered entirely with hardwood.

The township of Esquesing is well settled, and contained in eighteen hundred and fifty, three thousand three hundred and forty inhabitants, three grist and eleven saw mills. And it produced from the crop of eighteen hundred and forty-nine, eighty thousand bushels of wheat, thirty-two thousand bushels of oats, fifteen thousand bushels of peas, twenty-two thousand bushels of potatoes, eighteen thousand pounds of maple sugar, fourteen thousand pounds of wool, and fifteen thousand pounds of butter.

To the south-west of Esquesing lies the township of Nassagaweya. This township is about the size of Nelson, but contains at present only half the population of that township. The land in Nassagaweya is generally of excellent quality, and the timber hardwood, with pine intermixed. There is no village in the township. It contained in eighteen hundred and fifty, eighteen hundred and sixty-eight inhabitants, one grist and seven saw mills, and produced from the crop of eighteen hundred and forty-nine, forty-six thousand bushels of wheat, twenty-seven thousand bushels of oats, twenty thousand bushels of potatoes, seventeen thousand bushels of turnips, twenty-two thousand pounds of maple sugar, eight thousand pounds of wool, and twenty-two thousand pounds of butter.

The Gore District is admirably situated both for trade and agricultural operations; the soil is generally good, and the oak plains, with the assistance of the powerful fertilizing properties of gypsum, which exists in large quantities in the district, produce crops of wheat which can

scarcely be excelled, in weight or quality. Some of the largest and best cultivated farms in the Province are also to be found in the Gore District.

The district receives an annual allowance of about two hundred and fifty pounds towards the support of its agricultural societies. And the Government allowance for common schools amounted, in eighteen hundred and forty-nine, to thirteen hundred and ninety pounds, besides one hundred pounds for a grammar school.

NUMBER *of Common Schools in operation in the Gore District, in* 1847, *with the amount of remuneration paid to teachers:*

Township.	No. of Schools in operation.	Apportionment from Legislative School Grant.	Total Annual Salary of Teachers.
Hamilton (city)	6	£173 7 9	£500 0 0
Ancaster	14	110 4 8	495 0 0
Barton	6	56 9 7	246 0 0
Beverly	18	120 16 11	590 0 0
Brantford	21	222 15 11	970 0 0
Dumfries	28	254 18 6	1488 0 0
Binbrook	4	38 3 10	220 0 0
Esquesing	16	131 7 1	736 0 0
Flamborough East	7	55 7 5	267 0 0
Flamborough West	9	110 4 8	525 0 0
Glandford	5	43 10 11	245 0 0
Nassagaweya	8	62 0 9	291 0 0
Nelson	15	117 16 3	735 0 0
Oneida	4	46 1 6	136 0 0
Onondaga	5	42 2 8	189 0 0
Saltfleet	10	86 7 9	473 0 0
Seneca	7	51 2 6	231 0 0
Trafalgar	17	164 7 10	723 0 0
Total	200	£1887 6 6	£9071 0 0

Number of Common Schools in operation in eighteen hundred and forty-nine:—

Ancaster, eleven; Barton, five; Beverly, seventeen; Binbrook, six; Brantford, eighteen; Dumfries, twenty-five; Esquesing, seventeen; Flamborough West, eight; Flamborough East, six; Glandford, four; Nassagaweya, eight; Nelson, thirteen; Oneida, six; Onondaga, six; Saltfleet, eleven; Seneca, ten; Trafalgar, seventeen; City of Hamilton, six; Town of Brantford, two; Dundas, one.—Total, one hundred and ninety-seven.

EXPENDITURE *on, and Revenue from Public Works, up to December* 31*st*, 1849:

Work.	Expended before the Union.	Total Cost.
Dundas and Waterloo Road	£25000 0 0	£30532 1 5
Hamilton and Brantford Road	40000 0 0	49988 6 9
Brantford Bridge	1500 0 0	4350 7 6
Loan to Desjardins Canal Company	17000 0 0	17000 0 0
Loan to Oakville Harbour Company	2500 0 0	2500 0 0
Paris Bridge	1500 0 0	1813 16 9
Burlington Bay Canal		69403 0 0
Caledonia Bridge		3324 17 8

COMPARATIVE STATEMENT *of Revenue and Expenses for the years* 1846, 1848, *and* 1849:

Burlington Bay Canal.

Year.	Gross Revenue.	Expenses of Collection and Repairs.	Net Revenue.
1846	£ 3273 0 0	£ 164 0 0	£ 3109 0 0
1848	2454 0 0	1742 0 0	712 0 0
1849	2618 0 0	632 0 0	1986 0 0

Hamilton and Brantford Road.

1846			
1848	£ 3604 0 0	£ 605 0 0	£ 2999 0 0
1849	2613 0 0	778 0 0	1835 0 0

Brantford Bridge.

1846	£ 154 0 0		£ 154 0 0
1848	19 0 0	£ 2 0 0	17 0 0
1849	599 0 0	49 0 0	550 0 0

Caledonia Bridge.

1846			
1848	£ 118 0 0	£ 28 0 0	£ 90 0 0
1849	246 0 0	60 0 0	186 0 0

Oakville Harbour.

1846	£ 602 0 0	£ 413 0 0	£ 189 0 0
1848	646 0 0	434 0 0	212 0 0
1849	844 0 0	527 0 0	317 0 0

Dundas and Waterloo Road.

1849	£ 1194 0 0	£ 1808 0 0	£ 614 0 0

EXPENDITURE *on Lighthouses for the year* 1849:

Name of Light.	Salaries.	Supplies.	Total.
Burlington Bay	£ 100 0 0	£ 120 5 10	£ 220 5 10
Oakville		62 15 2	62 15 2

REVENUE *from Lighthouse, or Tonnage Duties, for the year ending 5th January,* 1850:

Hamilton	£ 124 1 6
Oakville	45 14 6

REVENUE *from Customs Duties for the year ending 5th January,* 1849:

Port.	Gross Amount of Collections.	Salaries and other Expenses.	Net Revenue.
Hamilton	£30326 3 11	£ 1203 5 6	£29122 18 5
Oakville	1023 16 4	150 2 4	873 14 0
For the year ending Jan. 5, 1850.			
Hamilton	£45005 10 5	£ 1451 6 5	£43554 4 0
Oakville	1298 1 5	123 9 3	1174 12 2

ABSTRACT *from the Assessment Rolls for the years* 1842, 1844, *and* 1848:

Date.	Number of Acres cultivated.	Mills.		Horses.	Oxen, 4 years old, and upwards.	Cows.	Young Cattle.	Amount of Ratable Property.
		Grist.	Saw.					
1842...	222098	37	115	.....	5899	16087	7873	£ 986499 0 0
1844...	266842	38	130	.....	6099	16577	8097	1041713 0 0

Township.	No. of acres cultivated.	Mills		Horses.	Oxen, 4 years old & upwards.	Cows.	Young Cattle.	Total amount of taxes raised in the district.
		Grist.	Saw.					
Barton.....	8634	1	1	401	45	549	110	£ 240 15 2
Saltfleet.....	12977	1	10	605	181	932	216	378 13 3
Glanford.....	8618	...	4	400	99	585	316	230 18 9
Binbrook.....	8514	...	3	310	186	572	234	242 17 4
Ancaster.....	21872	4	12	952	240	1606	495	657 16 6
Flamborough, West...	10632	5	12	557	214	922	201	336 10 6
Flamborough, East...	11124	4	12	404	290	790	271	534 10 11
Nelson.....	20974	3	18	780	400	1541	473	592 2 9
Trafalgar.....	33411	4	23	1174	578	2248	893	928 1 9
Esquesing	24439	5	19	727	575	1588	791	138 0 8
Nassagaweya.....	10300	1	5	257	470	829	340	322 1 8
Beverly.....	22152	...	15	758	669	1577	662	610 4 5
Dumfries	55015	8	17	1722	677	2900	992	1310 10 10
Brantford.....	40079	4	6	1180	591	1940	796	857 3 4
Seneca	7333	3	12	333	329	655	165	325 18 6
Oneida.....	7041	1	7	216	311	551	182	228 10 7
Onondaga.....	7398	...	3	257	216	553	226	305 18 3
Total.....	310513	44	179	11033	6071	19338	7349	£8740 15 2

Township.	Population.	Number of Acres under Crop.	Number of Acres under Pasture.	Mills.		Amount of Ratable Property.	Wheat raised, in bushels.	Barley do.	Rye do.	Oats do.	Peas do.	Indian corn.	Potatoes.	Buckwheat.
				Grist.	Saw.									
Glandford	447	725	505	.....	1	£ 23742	9381	525	90	11515	1680	393	1870	927
Flamborough West	2955	4582	2368	2	2	39031	53857	4958	1505	27177	5808	3697	21547	6522
Onondaga	1677	3362	6132	.....	4	22779	56147	3331	444	33899	4465	6856	10967	1498
Saltfleet	2716	3276	3380	1	9	35168	50514	9679	433	37311	2187	26899	2358	3457
Dumfries	7316	20990	9332	5	11	.....*	255273	17011	9258	127874	29121	18578	65906	6977
Esquesing	3340	6079	7120	3	11	.....*	80363	2701	.....	32496	15747	537	22833	143
Nassagaweya	1868	2510	10078	1	7	19248*	46468	1293	71	27092	6852	249	20165	253
Trafalgar	4513	13426	5608	3	19	.....*	144566	8077	4054	56402	26641	2462	30523	2732
Nelson	3792	12523	4798	5	17	60175	114004	13012	920	35786	16639	5508	16351	2863
Ancaster	4082	5402	7906	4	11	64300	70448	8688	607	97382	7639	11322	81634	11631
Binbrook	389	825	497	.....	6	23446	10616	743	.....	8792	1044	61	774	216
Flamborough East	.....	.....	.....	.....	.....	35737	.....	.....	.....	.....	.....	.....	.....	.....
Beverly	6155	8394	4058	1	21	58940	78059	7526	2503	99477	19373	4885	44115	3968
Barton	.....	.....	.....	.....	.....	25419	.....	.....	.....	.....	.....	.....	.....	.....
Brantford	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hamilton (city)	10248	.....	.....	.....	.....	61359	.....	.....	.....	.....	.....	.....	.....	.....
Brantford (town)	3200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galt	2213	.....	.....	.....	.....	19233	.....	.....	.....	.....	.....	.....	.....	.....
Dundas	2362	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

The Census Rolls of the Townships of Flamborough East, Barton, and Brantford not being in the proper office, we are unable to give the details of those townships. The Assessment Rolls of the townships marked thus*, were also in an imperfect state. In Beverly, one book only, out of three, was made up. In Esquesing, only one book was made up—and in Nassagaweya, one book, purporting to be that relating to the "Senter Ward," was incomplete.

1850.

Township.	Bush. of Turnips.	Tons of Hay.	Mangel Wurzel.	Lbs. of Maple Sugar.	Lbs. of Wool.	Lbs. of Cheese.	Lbs. of Butter.	Neat Cattle.	Horses.	Sheep.	Hogs.
Glanford	1366	667	60	1475	2356	3155	8379	515	158	801	286
Flamborough, West	22488	2196	258	5099	7868	350	12060	1823	581	2645	2276
Onondaga	5135	1170	36	9841	6562	1500	5684	1799	476	2024	1896
Saltfleet	1582	2844	1725	8131	16453	950	21055	2374	953	4108	1719
Dumfries	80489	8677	.....	13239	52557	26873	89557	8720	2329	17952	4347
Esquesing	3962	2984	.....	18587	14367	960	15335	2689	803	4654	2311
Nassagaweya	17383	1895	.....	22632	8729	400	22826	2890	472	3634	1542
Trafalgar	11231	7149	752	9401	31593	3194	17226	6304	1657	9282	4381
Nelson	9312	5235	2779	14128	18893	1585	41797	4052	1080	5530	2162
Ancaster	15416	4282	43	16005	18644	903	25951	3390	1221	6129	1882
Binbrook	251	442	.....	1622	1900	100	2555	390	110	645	327
Flamborough, East	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Beverly	63660	4011	9	34706	20445	9370	44771	4744	1067	6962	3231
Barton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brantford	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Distances in the Counties of Wentworth and Halton.

Hamilton to Dundas, five miles; West Flamborough, eight and a half; Galt, twenty-five; Paris, twenty-seven; Ayr, thirty-four; Ancaster, seven; Cainsville, twenty-one; Brantford, twenty-four; Mohawk Village, twenty-five and a half; Mount Pleasant, twenty-nine; Springfield, thirty; Waterdown, seven; Hannahsville, ten; Centreville, fourteen; Cumminsville, fourteen and a half; Lowville, sixteen; Palermo, fifteen; Wellington Square, nine; Port Nelson, ten and a quarter; Bronte, fifteen and a quarter; Oakville, nineteen and a quarter; Stoney Creek, seven.

Brantford to Cainsville, three miles; Ancaster, seventeen; Hamilton, twenty-four; Mohawk Village, one and a half; Mount Pleasant, five; Springfield, six; Paris, seven; Galt, twenty-one; Dundas, twenty-one; Waterdown, twenty-eight; Hannahsville, thirty-two; Palermo, thirty-seven; Wellington Square, thirty-three; Bronte thirty-nine; Oakville, forty-three.

Dundas to West Flamborough, three and a half miles; Galt, twenty; Copetown, five; Paris, twenty-two; Brantford, twenty-one; Ancaster, four; Stoney Creek, twelve; Waterdown, seven; Hannahsville, eleven; Cumminsville, fifteen; Lowville, sixteen and a half; Milton, twenty-six; Palermo, seventeen; Stewarttown, twenty-eight; Acton, twenty-eight; Norval, thirty-nine; Georgetown, thirty; Wellington Square, twelve; Port Nelson, thirteen and a half; Bronte, nineteen; Oakville, twenty-three.

Galt to Ayr, ten miles; St. George's, ten; Dundas, twenty; Water-down, twenty-seven; Hannahsville, thirty-one; Palermo, thirty-six; Wellington Square, thirty-two; Bronte, thirty-eight; Oakville, forty-two; Paris, fourteen; Brantford, twenty-one: Springfield, twenty-seven; Mount Pleasant, twenty-six; Hamilton, twenty-five; Flamborough, West, sixteen and a half.

Paris to Galt, fourteen miles; Ayr, ten; Brantford, seven; Dundas, twenty-two; Hamilton, twenty-seven; Waterdown, twenty-nine; Hannahsville, thirty-three; Palermo, thirty-eight; Wellington Square, thirty-six; Bronte, forty-two; Oakville, forty-six.

Oakville to Hamilton, twenty miles; Bronte, four; Wellington Square, eleven; Trafalgar, P. O., (Dundas street,) four; Hornby, twelve; Ashgrove, sixteen; Stewarttown, eighteen; Georgetown, nineteen and a half; Milton, fifteen; Williamsburg, twenty-one and a half; Acton, twenty-six.

Wellington Square to Cumminsville, nine and a half miles; Lowville, ten and three quarters; Waterdown, seven; Centreville, fourteen; Hannahsville, five; Port Nelson, one and a quarter; Bronte, six and a quarter; Oakville, ten and a quarter.

Waterdown to Hannahsville, four miles; Palermo, nine; Centreville, seven; Lowville, eight and a half; Cumminsville, seven; Dundas, seven; Flamborough West, ten and a half; Galt, twenty-seven; Paris, twenty-nine; Brantford, twenty-eight; Ancaster, eleven.

YORK.

The County of York, lately the Home District, is divided into four Ridings, each of which returns a Member to the House of Assembly, and the City of Toronto returns two.

The East Riding comprises the townships of Markham, Pickering, Scarboro and Whitby. The West Riding, the townships of Albion, Caledon, Chinguacousy, Toronto, and the Gore of Toronto. The North Riding, the townships of Brock, Georgina, East Gwillimbury, North Gwillimbury, Mara, Rama, Reach, Scott, Thorah, Uxbridge and Whitchurch; and the South Riding the townships of Etobicoke, King, Vaughan and York.

The County of York contains of surveyed land two millions, eight hundred and seventy-nine thousand, nine hundred acres; four hundred and thirteen thousand, three hundred and thirty-three acres of which were clergy reserves, of this two millions one hundred and five thousand, six hundred and seventy-seven acres have been granted or appropriated; leaving vacant, three hundred and fifty-five thousand eight hundred and ninety acres.

The County of York varies in breadth from five miles to sixty-five, measuring from east to west, and in length, from north to south, from thirty miles to seventy.

The County of York is bounded on the east by the Newcastle and Colborne Districts; on the west by the Gore, Wellington and Simcoe Districts; on the south by Lake Ontario, and on the north by the Simcoe District and by Lake Simcoe.

The county is well watered by numerous streams, many of which are excellent mill streams, possessing a never failing supply of water. The

principal of these are the Credit and the Humber, both of which were formerly excellent salmon streams, and large quantities used to be taken in the proper season, but from the number of saw mills erected on them during the last few years, and the quantity of saw-dust carried down them in consequence, the fish have almost ceased to visit them. The other streams are the river Don, the river Rouge, the Holland river, Talbot river, Beaver river, Etobicoke creek, Highland creek, Duffin's creek, and Mimico creek.

The Home district, which formerly included the townships now forming the Simcoe district, or county of Simcoe, has been settled about fifty-five years. In seventeen hundred and ninety-nine, it only contained two hundred and twenty-four inhabitants. In eighteen hundred and twenty-four, the population had increased to sixteen thousand, six hundred and nine. In eighteen hundred and thirty-two, to forty thousand, six hundred and forty-eight. In eighteen hundred and thirty-four, to fifty-five thousand five hundred and eight, and in eighteen hundred and forty-two, to eighty-three thousand three hundred and one. These numbers included the population of the Simcoe district. In eighteen hundred and forty-eight the population of the Home district had increased to one hundred and six thousand nine hundred and ninety-five, and in eighteen hundred and fifty, to one hundred and twelve thousand nine hundred and ninety-six. It is to be regretted that we have for this county no continuation of the township reports furnished by Gourlay, giving the statistics of the townships in eighteen hundred and seventeen. These are valuable as showing the state of the country three and thirty years ago. In writing on the subject he says: "From this district I did not receive a single reply to my address, although it was first published here, and had the cordial approbation of the head magistrate of the Province, as well as of every body with whom I held converse. This may be ascribed to two causes; first, the opposition of a monstrous little fool of a parson, who, for reasons best known to himself, fell foul of the address which I had published, abused me as its author, and has ever since laboured, with unremitting malignity, to frustrate its intention.

This man, unfortunately, was a member of the Executive Council; and his efforts, from that circumstance, were but too successful.

The second cause may be traced to the low condition of society in the Home district, owing to the peculiar state of property. The foregoing reports sufficiently demonstrate how the farmers of Upper Canada have been baffled in their improvements by the large tracts of unsettled land; but, in the Home district they have suffered most from this; and not only has it dulled the edge of husbandry, but in a remarkable degree clouded the rise of intellect and spirit among the inhabitants.

No sooner was York, or Little York, as it was first called by Governor Simcoe,—no sooner was Little York fixed upon as the capital of the Province, than it became obvious that sooner or later the landed property around, and on the great roads leading to Kingston, &c. would bear a high value. For this good reason the creatures in office and favour bent their avaricious eyes upon it, and large portions were secured to them and their friends. The consequences are melancholy. For five miles round the capital of Upper Canada, scarcely one improved farm can be seen in contact with another; and even within a gun-shot of the place, the gloomy woods rise up in judgment against its nefarious inmates. I say, "the gloomy woods," because nature does not appear in her full attire in the neighbourhood of Little York. The need of firewood has stolen from the forest its chief ornaments, and left a parcel of scorched and decaying pine trees to frown over the seat of rapacity. The only connected settlement commences about five miles to the north, on Yonge street. In other directions, so far as the district goes, you might travel in eighteen hundred and seventeen to its utmost limits, and not find more than one farm house for every three miles. It is true that round York, and particularly to the westward, the soil is inferior; but the convenience attendant on proximity to a town would long ago have overbalanced this disadvantage, had property not been monopolized and mangled. Where Yonge street is compactly settled, it is well cultivated and thriving, particularly beyond what is called the "oak ridges."

"In this quarter the land is excellent, and it is well occupied by industrious people, mostly Quakers. In other quarters simple and unsuspecting Germans, Tunkers and Menonists, have been thinly stuck in by the knowing ones among their precious blocks and reserves, by whose plodding labours the value of this sinecure property may be increased."

"There are not more desirable situations for settlement in the Province, than on the great road from York to Kingston; but here the largest portions of land have been seized upon by people in power and office. Some twenty years ago, these people sold two whole townships of Crown land, and had the effrontery to lay out a great part of the proceeds in opening the road through these their favorite locations, which actual settlers would cheerfully have done gratis, besides keeping it in continual repair. The road was indeed opened, but to this day, except in sleighing time and fine weather, it is an absolute block up against him who would attempt to pass between the two principal towns of the Province."

This is a gloomy picture, but the affairs of the Province have brightened since those days; we presume the "York Parson," described as a stumbling block in the path of progress and improvement, has long since been gathered to his fathers: Little York is Little York no longer, nor

is the capital of the Upper Province any longer in the woods. That it may have been kept back in its early days by greedy speculators is very likely, such being the case with most towns in the Province.

The county of York contains a great variety of soil and timber; the former varies from sand to clay, passing through all its varying combinations of light loam, stiff loam, &c. A chain of hills, known as the "ridges" crosses the centre of the County, running from east to west, and giving birth to numerous streams. Limestone, sandstone or freestone, lithographic stone, shell marl, clay of various qualities (some of it fit for potters use,) exist, and bog iron ore is said to have been found in various places.

The timber consists of pine, beech, hard and soft maple, white and red oak, black and white birch, basswood, ironwood, hickory, cedar, elm, ash, cherry, tamarack, and many other varieties.

The principal towns and villages in the County, are Toronto, the county town, and the present capital of the United Provinces, Oshawa, Whitby, Streetsville, Cooksville, Brampton, Georgetown, Markham, Newmarket, Richmond Hill, Holland Landing, Lloydtown, Bradford, Weston, &c. &c.

Yonge street, the great northern road through the County, was laid out by General Simcoe, when Lieutenant Governor, and opened by the troops under his command for thirty-two miles in a direct line. It would be well for the Province, and equally beneficial to the troops if other Governors employed them as usefully. The Province would then derive some benefit from the troops being stationed here, and the men themselves would be more healthy, and from being actively employed would be less likely to be led themselves, or to lead others into dissipation.

Gourlay says, "one great object of opening Yonge street, was to shorten and facilitate the communication with the north-west; according to the calculation of the late Surveyor General Smith. 'Merchandise from Montreal to Michillimackinac, may be sent this way at ten or fifteen pounds less per ton, than by the route of the Ottawa river,' and it has been represented to be equally preferable to the circuitous route by the straits of Niagara and Detroit. For, whether the goods come from Montreal, up the St. Lawrence to Kingston; or from New York, up the Hudson and Mohawk rivers and by the usual passage to Oswego, they can be as easily forwarded from either of those lake ports to York as to Niagara. The transportation over Lake Huron to Michilimackinac, or to St. Joseph's, is as practicable from Gloucester Bay, as from the south bay communicating with the river Sinclair; and the distance from York to Gloucester is less by four or five hundred miles, than from Niagara to the south bay of Lake Huron. The land carriage, however, by the

falls of Niagara, is less than ten miles; whereas from York to Gloucester, it is more than thirty. The question of preference is still agitated by the respective partisans of these different routes, and seems not yet decided by satisfactory experiment."

The western portion of the Province appears to have been but little known when this was written, and distances were strangely calculated. The distance from York to Gloucester Bay being stated as four or five hundred miles *less* than from Niagara to the south bay of Lake Huron, whereas the entire distance of the latter is scarcely three hundred and fifty miles. The statement also of the saving to be effected in the carriage of goods is somewhat astounding, but it must be remembered that those were not the days of steamboats and telegraphs, nor were the Rideau, Welland, or St. Lawrence canals then constructed.

From its situation, being separated from the United States by a body of water sixty miles in width, the Home District has in a great degree escaped the devastating effects of aggressive warfare. On the twenty-seventh of April, eighteen hundred and thirteen, however, the town of York was invaded by a hostile body of Americans, seventeen hundred in number, under the command of Generals Dearborn and Pike. They were resisted by a smaller force under General Sheaffe, assisted by a party of militia. General Sheaffe finding his force too small to defeat the enemy retreated, and the militia surrendered themselves prisoners of war. The town was given up to the enemy, who took possession of the public stores. During the engagement a magazine was exploded which killed and wounded many of the enemy, among the latter General Pike was so severely injured that he died a few hours afterwards. The enemy having secured their plunder, re-embarked, and left the town on the second of May.

On the last day of July in the same year, York was again invaded by the American troops under Commodore Chauncey and Colonel Scott, who landed without opposition, and after taking possession of a number of cannon and boats, with a quantity of provisions and military stores, burnt the barracks and public store houses, after which they retreated.

The last place to which we guided our reader was the village of Norval, in the township of Esquesing; from whence to Churchville, in the township of Toronto, is seven miles. The road follows the dividing line between Esquesing and Chinguacousy for about four miles, then, having reached the southern extremity of the township, you leave the plank road, turn to the left, and follow the dividing line between Chinguacousy and Toronto for three miles farther.

The village of Churchville, so called from one of the first settlers, (a Mr. Orange Church), is situated on the river Credit, which is here an excellent mill stream. The village contains about two hundred and fifty inhabitants; two grist mills, with four run of stones in each, and a saw mill. There is also a tannery, a temperance hall, and a Methodist church.

Between Norval and Churchville, the first portion of the land is hilly, afterwards it becomes rolling; the timber is composed of hardwood and pine intermixed. From Churchville to Streetsville is about four miles and a half, the land is rolling and the timber a mixture.

Streetsville, which is a considerable village, is situated on the Credit, in the midst of a fine section of country, and is surrounded by old settled and well cultivated farms. It was formerly a place of much business, but the improvement of the road to Toronto, and the gradual springing up of small places in its vicinity, have shorn it of a considerable portion of its trade. The formation of the plank road to Georgetown and Port Credit, however, has had a beneficial effect, in increasing the traffic through it, particularly during the spring and fall, and its business appears to be reviving.

Streetsville contains a population of about seven hundred, two grist mills, a barley mill, and four saw mills, and a short distance from the village is an extensive woollen factory. There are three churches, Episcopal, Free church, and Methodist. A town-hall and a grammar school. A weekly newspaper, the "Streetsville Review," is published in the village.

From Streetsville to Springfield is about three miles. Much of the land bordering the road between the two villages is not yet brought into cultivation; the soil nearest Dundas street consists of sandy loam, and a large portion of the timber is pine.

Springfield is a small village, pleasantly situated on the banks of the Credit, and also on Dundas street. It is not a place of much business, nor does it appear to grow. It contains two churches, Episcopal and Methodist; the former is well situated on the top of the high bank above the river. A saw mill was in existence here some years ago, which was destroyed by fire, and the "privilege" was for some time neglected; the mill has lately been rebuilt, and a grist mill was also erected here during the last year. Springfield contains about a hundred and fifty inhabitants, and has a daily post. The plank road is continued from the village to Port Credit.

From Springfield to Cooksville, also situated on Dundas street, is three miles, the road is gravelled, and is bordered by good farms; the land is rolling, and a portion of it inclined to be hilly.

Cooksville, which is a neat little village, is situated a little south of the centre of the township of Toronto, at that point where the "centre road," as it is called, crosses Dundas street, sixteen miles from Toronto. It does a good business for its size, and as the stages going east, west, and north usually stop here, the constant traffic gives the village an appearance of greater business and bustle than its size would seem to warrant.

Cooksville contains about three hundred and twenty inhabitants, a daily post, three saw mills, one of which is worked by steam; a steam last and peg factory, and a tannery. There are also two Methodist churches, and a Rechabite hall. A small stream flows through the village.

About a mile and a half east from Cooksville, also on Dundas street, is the pleasant little village of Sydenham. A large steam grist mill and distillery were in operation here a few years since, which were unfortunately destroyed by fire. This establishment was formerly in the possession of the Messrs. Buchanan, and at that time the village did a considerable amount of business; on the withdrawal of the large capital of those gentlemen from the place, its trade began to decrease, and it is now merely nominal. A steam saw mill has been erected on the site of the old grist mill, and there are also in the village a brewery, distillery, and tannery. Sydenham contains a population of about one hundred and fifty.

From Cooksville to Port Credit is about two miles and a half, the road is planked, the land level, and the timber composed of pine and hardwood.

Port Credit, as its name implies, is situated at the mouth of the Credit river. It is the shipping place for a large extent of fertile and well cultivated country, and its exports of farming produce are greatly on the increase. The mouth of the river is bordered by a considerable breadth of marsh. A new bridge is now in course of construction across the river; certainly not before it was needed, the old bridge having been for years in a dangerous state. The harbour was made at an expense of two thousand five hundred pounds, more than half of which was contributed by the Mississaga Indians, who possessed the land in the immediate neighbourhood.

The village contains about two hundred inhabitants, and has a post office. The Toronto and Hamilton boats usually call here.

In 1844 *the Exports of wheat, flour, and lumber were—*

Wheat	49100 bushels.
Flour	6445 barrels.
Lumber	1433369 feet.

While the following were the Exports during the year 1850, showing a considerable increase in the three principal articles:

Article.	Quantity.
Wheat	138063 bushels.
Flour	34485 barrels.
Ashes	28 barrels.
Barley	2713 bushels.
Oats	3493 bushels.
Peas	296 bushels.
Lumber	2430751 feet.

One schooner of eighty tons is owned at Port Credit.

This section of country could have been but little settled in Gourlay's time, as he says, "There, is an Indian reserve west of York, which extends from the lake to the *wilderness*, between Toronto and Etobicoke, and on which some Missassaga Indians are stationary;" and again, "In eighteen hundred and eighteen a purchase was made from the Missassagas of part of their reserve, and a vast extent of the *wilderness*."

Toronto township contains a large proportion of excellent land, the greater portion of which is rolling. The soil varies in quality, some portions of it being sandy loam, and others stiff loam or clay. The timber consists generally of a mixture of hardwood and pine, although some tracts of land are altogether timbered with hardwood, and some small portions on the contrary are covered with pine. The township is well watered, having the Credit on the south-west, and the Etobicoke on the north-east. In eighteen hundred and forty-five the township contained four grist and twenty-one saw mills. The saw mills have decreased in number, but the grist mills have increased; a favorable sign, as it may be presumed that the timber is becoming scarcer, and more land is being brought under cultivation. In eighteen hundred and fifty there were in the township seven grist and seventeen saw mills; six thousand, two hundred and three inhabitants; and one hundred and eighty-nine thousand bushels of wheat, twenty thousand bushels of barley, seventy-eight thousand bushels of oats, forty-two thousand bushels of peas, thirty-seven thousand bushels of potatoes, thirteen thousand bushels of turnips,

twenty-four thousand pounds of wool, and twenty-seven thousand pounds of butter, were produced from the crop of eighteen hundred and forty-nine.

The land on each side of the mouth of the river, four thousand six hundred acres in quantity, was an Indian reserve, belonging to the Mississaga Indians, and was surrendered by them to the Government, two or three years since, to be sold for their benefit. This has been done, and the greater portion has now been taken up, the Indians having removed to the Grand River. They had a village about two miles from the mouth of the Credit, where houses had been built for them by the Government.

Leaving Cooksville for the more northern township of Chinguacousy, we follow the plank road to Brampton, ten miles distant. Three miles and three quarters before reaching Brampton we pass through the small settlement called "Derry West," which contains about sixty inhabitants, and two churches, Episcopal and United Presbyterian. The land between Cooksville and Brampton is rolling, the soil of excellent quality, and a large portion of the timber is hardwood; in the neighbourhood of Brampton the hardwood is intermixed with pine. There are many fine farms along the road, and the appearance of the substantial houses, with good farm buildings, sufficiently prove that the owners are in easy circumstances.

Brampton, so called after a town of the same name in Cumberland, is a busy, thriving little place, in a good situation for trade, being situated in the midst of a fine tract of farming country, and during the winter of eighteen hundred and forty-nine, about a hundred thousand bushels of wheat were purchased in the village.

The centre road or "Hurontario Street," was cut out from hence to Dundas street, and commenced settling about the year eighteen hundred and twenty. The farm on which Brampton is now built, was purchased about that time at two dollars and a half per acre, which was then considered a very high price. Farming land in the neighbourhood will now average about ten pounds per acre in value; farms having changed hands within the last year or two at one thousand pounds for the hundred acre lot. And village lots of a quarter of an acre, are selling at from twenty-five to thirty pounds each.

Brampton now contains about four hundred and fifty inhabitants. A steam flouring mill, containing three run of stones, was erected during the last year, and a steam saw mill is in progress. There is also a tannery, a foundry, brewery, and distillery. There are three churches, United Presbyterian, Wesleyan Methodist, and Primitive Methodist, and a post office. The Etobicoke creek runs through the village.

About five miles above Brampton, on the same road, is a small village called Edmonton, containing about a hundred inhabitants. The centre road is at present planked as high as the village, but not beyond it.

Near the north-west corner of the township, about eleven miles from Brampton, is a small settlement called Cheltenham. It is situated on a road running nearly straight back from Churchville, from which place it is also about eleven miles distant. Cheltenham contains a grist and saw mill, situated on the Credit, which runs through the village.

Taking it as a whole, Chinguacousy is a very fine township. It is one of the largest wheat producing townships in the county, being second only to Whitby, and before all the rest. In eighteen hundred and forty-two it contained three thousand nine hundred and sixty-five inhabitants, which number had increased in eighteen hundred and fifty to five thousand four hundred and eighty-nine. It contains two grist and eight saw mills, and one hundred and ninety-four thousand bushels of wheat, sixty-two thousand bushels of oats, thirty-eight thousand bushels of peas, forty-eight thousand bushels of potatoes, seventeen thousand bushels of turnips, twenty-one thousand pounds of maple sugar, twenty-seven thousand pounds of wool, fourteen thousand pounds of cheese, and thirty-three thousand pounds of butter, were produced from the crop of eighteen hundred and forty-nine.

The west and south of the township are watered by the river Credit, and the centre by the Etobicoke, and the east of the township is watered by small streams, tributaries of the Humber.

To the north-west of Chinguacousy lies the township of Caledon, long looked upon as beyond the verge of civilization, or habitable country by emigrants or land seekers. It was originally peopled by a rough and hardy set, a large number of whom still remain, and retaining their old backwoods, *divil-me-care* manners, seem to think, when they descend to an older settled or more civilized township, that it is necessary to give themselves airs, to show their independence. It is amusing to see some of these gentry at a tavern, when they happen to come down to the village to sell their wheat, or transact other business. Nothing pleases them; nothing is so good as they get in Caledon! There are no potatoes on the table; they can get potatoes for supper in Caledon. They do not like *bread;* they get hot cakes for supper in Caledon. The beef is not as good as they get in Caledon. The tea is not as good. Even the salt is not as salt, the sugar as sweet, nor is the mustard, (even when it brings tears into their eyes) as strong as they get in Caledon! And should any one at table possessing a little more sense of propriety, attempt good naturedly to check their grumbling, they will probably become sulky, and exclaim loudly that they can talk as much as they

like in *Caledon.* Caledon being in their opinion the *ne plus ultra* of every thing that is desirable or worthy of admiration, and they themselves "the pink of perfection." This state of things has been perpetuated in a great measure by the remoteness of the situation, and the extent of bad road that for a great portion of the year cut them off from mixing or associating with the inhabitants of older settled portions of the country. In the meantime, however, they have been clearing and improving their farms, and many of them must now be in good circumstances. Of late years settlers of a different class have been moving in, and as soon as the plank road from Brampton is extended through the township, (which is in contemplation), it will improve much more rapidly. The centre road, or Hurontario street, is carried through the centre of the township, and from thence through the townships beyond to Nottawassaga Bay.

Caledon is watered by the Credit river; and a range of hills called the "mountains of Caledon," stretch across the township. In eighteen hundred and forty-two the township contained nineteen hundred and twenty inhabitants, which number had increased in eighteen hundred and fifty to two thousand seven hundred and forty-four. Caledon contains three grist and two saw mills, and produced fifty-four thousand bushels of wheat, thirty thousand bushels of oats, eight thousand bushels of peas, thirty-three thousand bushels of potatoes, thirty-one thousand pounds of maple sugar, ten thousand pounds of wool, and twelve thousand pounds of butter, from the crop of eighteen hundred and forty-nine.

To the east of Chinguacousy and Toronto lies the Gore of Toronto, which is introduced like a wedge between those townships and Vaughan, and Etobicoke. The Gore of Toronto is a very small township; it is well settled, and contains good farms. There is no village of any size in the township, but the lower portion of the sixth line plank road is rather thickly settled, and there is a small settlement called Clairville, on the line between the Gore of Toronto and the townships of Vaughan and Etobicoke. The township is watered by the west branch of the Humber.

In eighteen hundred and forty-two the Gore of Toronto contained eleven hundred and forty-five inhabitants, which number had increased in eighteen hundred and fifty to sixteen hundred and two. It contains two grist mills and one saw mill, and produced from the crop of eighteen hundred and forty-nine, fifty-seven thousand bushels of wheat, twenty-three thousand bushels of oats, seventeen thousand bushels of peas, fourteen thousand bushels of potatoes, eight thousand bushels of turnips, eight thousand pounds of wool, and ten thousand pounds of butter.

In travelling from Brampton to the sixth line you may either strike directly across the township from the village, or, if you are going higher

up the line, you may follow the plank road to the village of Edmonton, and turn there. By choosing the latter, at any season except the middle of summer, or in sleighing time, you escape five miles of bad road. From Brampton straight across to the sixth line is about four miles. You reach the line at "Phillips's corner," as it is called, from whence to the place called "Stanley's Mills" is two miles. This is a small settlement, containing about a hundred inhabitants, and two grist mills. A small stream runs through the village. Two miles beyond Stanley's Mills, and sixteen miles from Dundas street, is a small settlement called "Tullamore," a miserable, tumble-down, dilapidated looking place. It contains about a hundred inhabitants, and an Episcopal church. Four miles from thence you reach a neatly built, and fresh looking little village called Newtown Hewitt or Sandhill. The appearance of which strikes you favourably after passing through "Tullamore." Here is a post office, and a stage runs from hence to Toronto. There is a Methodist church, built of brick, a short distance from the village.

After leaving Phillips's corner the majority of the houses and farm buildings are of a very poor description, although most of the farms have large clearings. There are a few, however, of a different description, but they are not numerous.

From Sandhill to Bolton village, in Albion, is about six miles. The land is generally level or rolling, till you arrive within about a mile of Bolton, when it becomes very hilly. You have scarcely lost sight of the sixth line when you perceive an improvement in the character of the buildngs, good substantial houses and farm buildings appearing in every direction. The timber is hardwood and pine intermixed.

Bolton village, or Bolton's Mills, so called after one of the first settlers, is a picturesque looking village, being situated in a valley, with the Humber river flowing through it; and so completely surrounded with hills, that from whatever side you approach you see nothing of the village till you crown the heights above it. Bolton is a busy little place, containing about four hundred inhabitants, a grist and saw mill, carding and fulling mill, tannery, and post office. There are three churches, Episcopal, Congregational, and Methodist. Iron ore is said to have been found in the neighbourhood of the village.

Bolton is twenty-seven miles from Toronto, and ten miles from Lloydtown, and about ten miles from the present termination of the Weston and Albion plank road. It is intended to carry this road farther up during the present season.

Many of the settlers in the village are emigrants from England, and brought with them the old country fondness for horticulture; consequently gardening is *the* amusement of the inhabitants, and the appearance of

the village in summer time is much improved by the refined and cultivated taste of the residents.

About two miles nearly northwards from Bolton is a small settlement called Columbia, where a grist and saw mill are in operation, situated on a small stream, a tributary of the Humber.

Albion is generally considered an English township, although there are natives of other countries scattered in amongst the English emigrants. A portion of the township is very hilly and broken, but the remainder contains very excellent land. In eighteen hundred and forty-two Albion contained a population of two thousand one hundred and fifty-four, which number had increased in eighteen hundred and fifty to three thousand nine hundred and fifty-seven. There are four grist and six saw mills in the township, and seventy-one thousand bushels of wheat, twenty-three thousand bushels of oats, thirteen thousand bushels of peas, thirty-two thousand bushels of potatoes, nine thousand bushels of turnips, fourteen thousand pounds of maple sugar, and thirteen thousand pounds of wool, were produced from the crop of eighteen hundred and forty-nine.

From Bolton to Lloydtown you follow a north-easterly course till you reach the town line between Albion and King, and then turn a little to the left, and take the road known as the "tenth line," which brings you straight to the village. The first portion of the road is very hilly, and the timber consists of pine and hardwood intermixed. About four miles before reaching Lloydtown you cross a cedar swamp, after which the timber becomes principally pine and hemlock for the next two miles; large tracts of land bordering the road, being still covered with wood. The country then opens, and large clearings lie before and on either side of you. The character of the timber here becomes changed, and a large proportion of it is hardwood. The soil, the whole distance, is of a loamy character, varying in consistence. The country, generally, has a new appearance, a large portion of the stumps being still standing in the fields, and the houses and farm buildings are poor, with few exceptions. The road the whole distance is hilly, or composed of a succession of rolling ridges.

Lloydtown, which is situated in the north of the township of King, contains a population of about three hundred and fifty. The village is situated in the midst of a hilly country, though not so hilly as that surrounding Bolton. The west branch of the Holland river runs through the village, and a grist mill, having three run of stones, a saw mill, and a carding and fulling mill, are situated on it. The grist mill has a fall of twenty-five feet. There are also in the village two tanneries, a post office, and two churches, Episcopal and Methodist.

Lloydtown is twelve miles from Yonge street, nine miles from the Vaughan plank road, sixteen miles from Holland Landing, nine miles from Bond Head, twelve and a half from Bradford, and fourteen from Newmarket.

At about a mile from Lloydtown, situated to the north-east, is a small village called Brownsville. It contains one hundred and thirty-eight inhabitants, a grist mill, saw mill, and tannery; and a church open to all denominations. Brownsville is also situated on the west branch of the Holland river, which has here a fall of twenty feet.

From Lloydtown to Yonge street is twelve miles in an easterly direction, the road being varied from a direct line in order to avoid a large swamp which projects into the township. Seven miles from Lloydtown you pass Tyrwhitt's Mills or Kettleby, where is a grist and saw mill. The situation is picturesque, and would be more so had a little of the timber been left standing on the hills. Here, however, the universal Canadian practice has been followed in clearing the land, that of sweeping away every thing capable of bearing a green leaf; although it requires a generation to repair the devastations of a few hours. The new settler, however, looks upon trees as enemies, which must be destroyed on any terms, and it is not till he has been settled for some years, and begins to feel comfortable, that he wishes he had left a few trees to ornament his domain.

Between Lloydtown and Tyrwhitt's Mills the road is very hilly, and for part of the distance the land is timbered with cedar, hemlock, and pine, with a little hardwood scattered in. After leaving Tyrwhitt's, although the land is still hilly, the slopes are more gentle, and the undulations on a broader scale. There are several large clearings on the road, but considerable quantities of timber are still standing. The soil is generally a rich loam.

The township of King varies much in agricultural capabilities. A large portion of the east, west, and north is hilly and broken, while the centre and south are more level. The west branch of the Holland river takes its rise in a small lake on the town line between King and Albion. This originally covered only fifty acres of ground, but the damming the river to supply the mills has flooded some of the low land about its banks, and increased its size to one hundred and fifty acres. The south and east of the township are watered by small streams, tributaries of the Humber.

King is a well settled township, and has been improving rapidly within the last few years, many acres of land have been brought into cultivation, and its agricultural products have considerably increased. In eighteen hundred and forty-two it contained twenty-six hundred and

twenty-five inhabitants, and in eighteen hundred and fifty the number had increased to five thousand five hundred and seventy-four. There are in the township seven grist and twenty-one saw mills, and one hundred and forty-nine thousand bushels of wheat, five thousand bushels of barley, eighty thousand bushels of oats, thirty-seven thousand bushels of peas, fifty-two thousand bushels of potatoes, fourteen thousand bushels of turnips, thirty-two thousand pounds of maple sugar, nineteen thousand pounds of wool, and twenty-two thousand pounds of butter, were produced from the crop of eighteen hundred and forty-nine.

After reaching Yonge street it is four miles to the Holland Landing, or the village so called, situated on Yonge street, which is here the town line between East and West Gwillimbury. It is thirty-two miles from Toronto, four miles from Bradford in West Gwillimbury, and ten miles from Lake Simcoe. The east branch of the Holland river runs through it.

From the name given to the village, "Holland *Landing*," strangers and persons at a distance are led to imagine that it is in reality a *landing place*, and that the steamboat starts from thence on her trips across the lake (Simcoe); such, however, is not the fact, the village is built about three miles from the old steamboat landing, and from thence it is seven miles to the lake, and passengers were conveyed to the place of embarkation in stages kept for the purpose. The course of the Holland river is very serpentine, the stream is narrow, and in many places the bends are so abrupt that the boat in her course would frequently run her nose into the marsh, and have to be pushed off with long poles. It was a tedious passage, those seven miles, as we can testify from experience. During the last season, the old boat, the "Beaver," was removed from the old landing place on the east branch, to the Bradford bridge landing place, on the west branch of the river. This branch is said to be much easier to navigate than the east branch; the water being deeper, the stream broader, and its course not as tortuous or choked with marsh. A new and second steamboat was started last season, which ran from the old landing place. The starting a second boat on a route so remote was a matter of doubtful policy, as it was very improbable that Lake Simcoe, or the country bordering it, could at present support two boats. The "Beaver," however, has since changed hands, and we understand that for the future it is only intended to run one boat at a time.

Holland Landing is situated in rather a hilly part of the country. It is improving slowly, and contains some good brick houses. It contains about five hundred inhabitants, a grist, and two saw mills, one of which is worked by steam; a foundry, tannery, and brewery. There is also a

post office with a daily post, and two churches, Episcopal and Methodist. There is a daily stage between the village and Toronto.

Three miles east from Holland Landing is the village of Sharon, or, as it is more frequently called, Davidtown, a village containing about two hundred inhabitants, and noted as being the adopted home of a peculiar sect, seceders from the Society of Friends. We are not aware if they have adopted any peculiar designation or cognomen for themselves, but they are usually known as Davidites, after their leader, a Mr. David Wilson. The original settlers emigrated from the State of New York in the year eighteen hundred. They were at first only six in number, but soon added to their strength, and erected two singular looking buildings. One of these, intended as an imitation of the Jewish Temple, is sixty feet square, and sixty-five feet high, and is arranged and decorated within in a curious manner. This temple was built by the society, who worked occasionally, and took seven years to complete it. On the first Friday in September in each year, the temple is illuminated.

The second building was erected for a meeting-house, and measures one hundred feet by fifty. It contains an organ, and cost about twenty-five hundred dollars building, which sum was raised by subscription. The members meet every Sunday for religious services, and twice a year for a feast or communion. There is a post office and a tannery in the village.

Sharon is situated in the midst of a fine tract of farming country, and is surrounded by well situated and handsome looking farms.

A road, called Queen Street, which runs through the township, parallel to Yonge street, passes through the village. On this road, about two miles north from Sharon, is a small settlement called Queensville; and about nine miles farther north, at the "Dug-hill," is the Keswick post office. About a mile and a half from thence, on the shore of Cook's Bay, is a small settlement called Keswick. This is better known as Roche's Point.

East Gwillimbury has been settled about fifty years. It is a township of land of very variable quality; there is, however, a fair proportion of good land in it. It is watered by the east branch of the Holland river and other small streams. In eighteen hundred and forty-two it contained seventeen hundred and ninety-six inhabitants, and in eighteen hundred and fifty the number had increased to twenty-six hundred and sixteen. It contains one grist and eight saw mills; and fifty thousand bushels of wheat, forty-six thousand bushels of oats, fourteen thousand bushels of peas, thirty-four thousand bushels of potatoes, twenty-seven thousand bushels of turnips, thirty-two thousand pounds of maple sugar,

eleven thousand pounds of wool, and twenty-one thousand pounds of butter, were produced from the crop of eighteen hundred and forty-nine.

North Gwillimbury is bounded on the north and west by Lake Simcoe, and it is watered by several small streams running through it. The soil varies in quality, much of that in the north and west, bordering the lake being of poor quality, with a considerable quantity of marsh, and much of the timber pine. The township, however, is improving, and its agricultural products are on the increase. In eighteen hundred and forty-two it contained only six hundred and ninety-seven inhabitants, and in eighteen hundred and fifty the number had increased to eleven hundred and seventy-two. There are no grist mills, and but three saw mills, in the township. Twenty-six thousand bushels of wheat, thirteen thousand bushels of oats, five thousand bushels of peas, thirteen thousand bushels of potatoes, ten thousand bushels of turnips, sixteen thousand pounds of maple sugar, four thousand pounds of wool, and two thousand pounds of butter, were produced from the crop of eighteen hundred and forty-nine.

From Holland Landing to Newmarket is about four miles. Newmarket, which is situated in the north-west corner of the township of Whitchurch, is a considerable village, containing nearly eight hundred inhabitants. It has been long settled, and, to tell the truth, it has rather an old-fashioned look about it. It is divided into two distinct portions, at some little distance from each other. The east branch of the Holland river runs through the village, and two grist mills are erected on it. There are also in Newmarket a foundry, tannery, and brewery; seven churches, Episcopal, Presbyterian, Congregational, Wesleyan Methodist, Baptist, Christian, and Roman Catholic; a court-house, and a grammar school.

Newmarket is situated in a fine section of country, and is surrounded by excellent farms; the appearance of the neighbourhood has a great resemblance to the country in the vicinity of Streetsville.

Newmarket is about a mile from Yonge street, and has two roads leading to it, an upper and lower road; the soil of both is composed of clay, and we lately had the felicity of travelling over, or rather *through* them, and, although part of the lower road appeared to be macadamised with broken bricks, we can assure those parties who have the management of the roads in that vicinity that they *might* be improved.

About five miles from Newmarket, and twenty-four from Toronto, is a small settlement called Machell's or Mitchell's Corners. This is situated on Yonge street, partly in Whitchurch, and partly in the adjoining township of King. It contains about one hundred inhabitants; and at

a short distance is a grist and saw mill, known as "Hollinshed Mills." There are also in the settlement a tannery, post office, Episcopal church, and a Quaker meeting house.

Whitchurch is a fine township, well settled, and contains numerous well cultivated farms. It has been settled for many years, originally by Pennsylvanian Quakers, a large portion of whom, or their families, still occupy the township. Part of the township is hilly, but the greater portion of the land is rolling. It is watered by numerous small streams.

In eighteen hundred and forty-two, Whitchurch contained three thousand eight hundred and thirty-six inhabitants, and in eighteen hundred and fifty the number had increased to four thousand two hundred and forty-two. There are four grist and fourteen saw mills in the township, and seventy-six thousand bushels of wheat, eight thousand bushels of barley, eighty-one thousand bushels of oats, twenty-two thousand bushels of peas, forty-two thousand bushels of potatoes, forty thousand bushels of turnips, forty-eight thousand pounds of maple sugar, seventeen thousand pounds of wool, and twenty-seven thousand pounds of butter, were produced from the crop of eighteen hundred and forty-nine.

Eight miles from Machell's Corners you reach the village of Richmond Hill, pleasantly situated on Yonge street, sixteen miles from Toronto, partly in the township of Vaughan, and partly in Markham. It is rather a long village, stretching up and down the road for some distance. It is difficult to calculate the number of inhabitants, the houses being so scattered that it is scarcely safe to say what should be comprised within the legitimate limits of the village. It is, however, a smart little place, and contains within its bounds a steam grist mill, (the Elgin mills), a steam saw mill, and a tannery; and two churches, Presbyterian and Methodist.

Five miles from Richmond Hill, and eleven from Toronto, is another settlement called Thornhill, this is also on Yonge street, and is also situated partly in Vaughan and partly in Markham. Here also is a grist and saw mill, and a very extensive tannery. Thornhill was, until lately, a place of considerable business, till it received a sudden check by the closure of the business of the late Mr. Thorn. It is, however, a good situation for business, and its prosperity may in time revive.

Vaughan is an old and well settled township, and contains numerous well cleared and cultivated farms. A large number of the inhabitants are Pennsylvanian Dutch, or their descendants. The land is generally rolling, the soil varies in quality, some parts being timbered with hardwood, others with a mixture of hardwood and pine, and large tracts are covered with pine exclusively. The township is watered by the Humber,

on which are situated the Pine Grove Mills, and Burwick. At the latter place is a large woollen factory.

Vaughan has improved rapidly within the last few years. In eighteen hundred and forty-two it contained a population of four thousand three hundred, and in eighteen hundred and fifty the number had increased to six thousand two hundred and fifty-five. There are now in the township five grist and thirty-four saw mills, and it produced from the crop of eighteen hundred and forty-nine, one hundred and fifty five thousand bushels of wheat, four thousand bushels of barley, one hundred and two thousand bushels of oats, forty-six thousand bushels of peas, fifty-one thousand bushels of potatoes, seven thousand bushels of turnips, fifteen thousand pounds of maple sugar, twenty-two thousand pounds of wool, four thousand pounds of cheese, and twenty-four thousand pounds of butter.

About five miles from Thornhill is another settlement, called Hogg's Hollow, named, like Thornhill, after one of the principal original settlers. Here the road is made across an enormous gully, the filling up which must have cost a considerable sum. Here is a grist mill, &c. From hence to Toronto is about six miles.

Yonge street, as we have already mentioned, was originally cut out by the troops quartered in Canada, by command of General Simcoe, when Lieutenant Governor. The townships on either side of the road were granted to actual settlers, on condition of performing what were called settlement duties, which consisted in clearing a certain quantity of land, building a house, and making the road across or in front of each lot. In eighteen hundred and seventeen, according to Gourlay, the only connected settlement commenced about five miles to the north of Toronto.

Seven years ago, when the road was only macadamised as far as Richmond Hill, there was still considerable bush, and the houses and clearings were rather poor on the upper portion of the street. The road is now macadamised the whole distance to the Holland Landing, and a great improvement has taken place in consequence, in the character of the settlements. The road the whole distance may be considered a succession of hill and dale, there being scarcely a single dead level of half a mile in length from Toronto to the Landing.

A chain of hills, which stretches across the Home District, crosses that portion of Yonge street which separates the townships of King and Whitchurch, forming a continuation of little hills, known as the "ridges." This is the highest ground between the two lakes; the streams taking their rise to the north running into Lake Simcoe, and those taking their rise to the south running into Lake Ontario. Sleighing usually com-

BUSINESS DIRECTORY

Of Canada West.

ESSEX, KENT, AND LAMBTON,

(Late Western District.)

MERCHANTS, &c., &c.

Armstrong, W. R., merchant .....Morpeth (towns. of Howard)
Alders, S, distiller .....Chatham

Blackwood & Baxter, merchants.....Dresden (Bear Creek)
Brooke, J. E., merchant .....Chatham
Buchanan, David, merchant .....Port Sarnia
Burns, James, merchant .....Chatham

Cameron, Allan P., merchant .....Chatham
Cameron, Malcolm, merchant.....Port Sarnia
Clarke, W. B., merchant .....Port Sarnia
Copland, James, merchant .....Port Sarnia
Crow & Beatty, merchants .....Chatham
Currie, Andrew, merchant tailor.....Chatham
Curtis, Clarke, pumpmaker and boatbuilder .....Port Sarnia
Carroll, H. M., merchant.....Warwick village

Davies, Stephen S., wholesale importer of dry goods.....Chatham
Davis, John, foundry and machine shop.....Chatham
Deaubin, J. M., merchant .....Amherstburg
Dewson, A. K., merchant .....Amherstburg
Dougall, James, nurseryman .....Windsor
Durand, George, merchant and postmaster .....Port Sarnia

Eberts, W. & W., merchants and steamboat proprietors...Chatham
Eberts & Robertson, merchants and druggists .....Chatham

Findlan, John, merchant .....Morpeth
Firby, Thomas, soap and candle factory and ashery.....Windsor
Flintoft, James, steam saw mill .....Port Sarnia

Gibbs, A. W., chemist and druggist, and bookseller.....Chatham
Griffis, Wm., merchant.....Chatham
Guillott, H. C., merchant.....Sandwich

Hill, A., forwarder, &c.....Hill's Landing, near Morpeth
Holmes, Jabez, distiller and malster .....Chatham
Houston & MacKenzie, merchants.....Port Sarnia
Hunt & Blackader, merchants.....Windsor
Hunt, Charles, forwarder, soap and candle factory, and ashery.....Windsor
Hunt, W., merchant.....Sandwich

Ives, John, marine railway .....Amherstburg

Jones, Alex., foundry .....Amherstburg

Kerby, G. R., merchant .....Zone Mills
Kerby, N. C., merchant .....Dresden
King, G. W., merchant.....Morpeth
Kitchen & Gordon, merchants.....Zone Mills
Kolfage, J. K., merchant and tanner .....Amherstburg

Laidlaw, Adam, merchant .....Morpeth
Lavery, Charles, merchant .....Amherstburg
Laliberty, —., lumber and stave merchant.....Amherstburg
Leys, Alex., merchant .....Port Sarnia
Lily, John, merchant .....Zone Mills

McCrae, John, merchant.....Windsor
McEwan, John, forwarding merchant.....Windsor
McDowell, John, foundry and machine shop.....Chatham
McGregor, M., merchant.....Amherstburg
McKay, J., merchant .....Louisville
McIntosh A., & Co., merchants .....Port Sarnia
McKellar & Dolsen, steam saw mill .....Chatham
McKenny, Henry, auctioneer .....Amherstburg
McLeod, John, merchant, miller, distiller, cloth factory, and auctioneer .....Amherstburg
Menzies, Peter, merchant .....Amherstburg
Miller, Joseph, merchant.....Sandwich

Northwood, J. & W., millers .....Chatham
Northwood, Josh., distiller .....Chatham

Ouellette, M., merchant .....Sandwich

Park & Co., merchants and forwarders .....Amherstburg
Paxton, Thos., fish merchant .....Amherstburg
Pegley & Cross, druggists .....Chatham
Poole, Samuel, merchant .....Chatham
Plumb, Anson, merchant.....Morpeth
Purday, H., merchant .....Dresden

Read, V. D., merchant.....Morpeth

Salmoni, Thos., merchant and forwarder .....Amherstburg
Sanderson, James, distiller .....Amherstburg

Sheldon & Fellows, steam saw mill, dealers in walnut and other lumber ..... Morpeth and Antrim
Slagg, Joseph & Henry, brewers ..... Chatham
Smart, James, tanner ..... Port Sarnia
Smith, James, merchant, carding machine, and fulling mill ... Dawn Mills
Smith, Samuel, grist and saw mill, and cloth factory ..... Euphemia
Smith, W. B., tanner ..... Chatham
Smith, John, tanner ..... Chatham
Stevenson, George, merchant ..... Port Sarnia

Taylor, Peter, merchant ..... Amherstburg
Taylor, T. M., stage proprietor ..... Chatham
Thomas, George, agent Upper Canada Bank ..... Chatham

Verhoeff, P. F., & Co., merchants ..... Windsor
Vidal, T. G., iron and brass founder ..... Port Sarnia

Wagner, Alex. H., auctioneer ..... Amherstburg
Wilson, Wm., merchant ..... Morpeth
Winter, Wm., merchant ..... Chatham
Winter & Martin, steam saw mill ..... Chatham
Witherspoon & Charteris, merchants, and agents Gore Bank ..... Chatham
Wood, G. R., steam saw mill ..... Dresden
Woodbridge & Ellis, saddlers and harness makers ..... Sandwich
Wolf & Jones, merchants ..... Port Sarnia
Wright, John, & Co., merchants and millers ..... Amherstburg
Wright, W., merchant ..... Dresden

Young, A., merchant, and agent for National Loan Fund Life Assurance Society of London ..... Port Sarnia

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PROFESSIONAL MEN, &c., &c.

Baby, Chas., clerk of peace ..... Sandwich
Baby & Woods, barristers, &c ..... Sandwich
Baby, W. D., barrister ..... Sandwich
Barr, Robert, Dr. ..... Chatham
Bullock, George, treasurer of county ..... Sandwich

Chewett, Alex., judge of county court ..... Sandwich
Cosgrove, W., collector of customs ..... Chatham

Dewson, A. K., Dr. ..... Amherstburg
Duck, George, clerk of peace ..... Chatham

Fluett, L. J., attorney, &c. ..... Sandwich

Glass, Henry, registrar of county ..... Port Sarnia
Guichard, D., Dr. ..... Sandwich

Hall, W. G., inspector of licenses .....Sandwich

Ironside, Alex., Dr. .....Chatham

Johnston, Thos., Dr.....Port Sarnia

McDonell, S. S., county clerk.....Sandwich
McMullin, P., crown lands agent .....Sandwich
Mercer, Joseph, clerk division court .....Sandwich
McKay, H. B., deputy registrar .....Chatham
McCrae, W. A., inspector of licenses, and weights and measures .....Chatham
McCrae, Walter, barrister and attorney.....Chatham
McLean, A. D., barrister and attorney .....Chatham

Pegley & Cross, surgeons, &c.....Chatham
Prince & Son, barristers, &c.....Sandwich

Rankin, Arthur, surveyor.....Sandwich
Reynolds, R. T., Dr..... .....Amherstburg
Robertson, Alex. R., Dr.....Chatham
Rolls, James, Dr. .....Morpeth

Salter, P. D., surveyor .....Sandwich
Salter, P. J., master grammar school .....Sandwich

Vidal, R. E., Capt., R. N., collector of customs .....Port Sarnia
Vidal, W. P., barrister.....Sandwich
Vervais, J. A., Dr.....Sandwich

Waddell, John, sheriff.....Chatham
Wallen James, Dr. .....Morpeth
Wilkinson, J. A., judge of surrogate court, and surveyor...Sandwich

HOTEL, INN, AND TAVERN-KEEPERS.

Beeman, E.....Windsor
Biles, Henry, "Chatham Arms" .....Chatham

Conroy, F.....Amherstburg

Hirons, T.....Amherstburg
Horseman, T.....Amherstburg
Hutton, J., "Windsor Castle" .....Windsor

Laughton, ...Sandwich

Marie, L.....Amherstburg

Smith, John, "Morpeth Exchange" .....Morpeth
Swart, J. B.....Port Sarnia

White, Samuel .....Morpeth
Winter, John, "Royal Exchange".....Chatham

COUNTY OF MIDDLESEX.

MERCHANTS, &c., &c.

Adair & Thompson, merchants, dry goods.....London
Adams, E., merchant, groceries .....London
Aiken, John, merchant.....Sparta
Akins, W. H., merchant .....Vienna
Alexander, J., merchant .....Vienna
Allworth & Co., merchants.....St. Thomas
Anderson, M., foundry and tinsmith .....London
Arkell, Thomas & H., distillers .....Port Stanley

Bald, James T., merchant and forwarder .....Port Stanley
Beddome, F. B., bookseller and stationer .....London
Begg, James, merchant.....St. Thomas
Bissell, William, sash factory .....London
Black, Henry, merchant .....St. Thomas
Blackwoods, Roe & Co., merchants, millers, and distillers...St. Thomas
Brennan, John, merchant.....Katesville
Buckley, R. H., grocer.....London
Buttery, John, nursery for fruit trees, near .....Strathroy

Carling, Wm., brewer .....London
Carruthers, John, grocer .. ..Port Stanley
Caughell, H., merchant.....Vienna
Childs, W. H., agent for Columbus, Hartford, and North Western Fire Insurance Companies ....London
Churchill, E., lumber merchant .....Vienna
Coats, J., livery stable keeper .....London
Code, Thomas, builder.....London
Collovin, Matthew, merchant, dry goods .....London
Collovin, Charles, merchant, dry goods .....London
Comfort, Jos., carding mill .....Kilworth
Cook, Charles, merchant .....Kilworth
Cook, Timothy, merchant and miller.....Strathroy
Cox, B. & Co., merchants, dry goods .....London
Coyne, J. & H., merchants.....St. Thomas

Dalton, Henry, tallow chandler .....London
Darch, Robert, saddler.....London
Darch, J., saddler.....London
Davis, Henry, watchmaker .....London
Dell, Hiram, merchant.....Strathroy
Dimond, John, brewer.....London
Dixon, Thomas C., hatter and furrier.....London

Drake, John, merchant.....Delaware
Drake, Samuel, merchant.....Kilworth

Eccles and Labatt, brewers.....London
Edison, S., tinsmith .....Vienna
Elliott, J., merchant.....Vienna
Elliott, J., builder.....London
Ellis, E. P., cabinetmaker .....London

Fennel, Robert, saddler .....London
Firth and Smith, millers .....Port Stanley
Fisher, Benjamin & Co., lumber merchants .....Vienna
Fox & Co., lumber merchants.....Vienna
Francisco, W., merchant .....Vienna
Franklin, J., agent for Merchants' Mutual Insurance Company of Buffalo .....London
Fraser, John, agent of Bank of Montreal .....London

Garnsey, S., merchant .....Vienna
Gibbins, J., saddler .....London
Gillean, J., bookseller, &c. .....London
Glass, Wm., grocer .....London
Glen, J., tailor .....London
Gordon, Wm., merchant, dry goods .....London
Graham, J. M., bookseller, &c. .....London
Grant and Morgan, merchants.....St. Thomas
Green, Messrs., builders .....London
Gunn, G. M., merchant, dry goods.....London
Gunn, Marcus, printer.....St. Thomas
Gustin, H., merchant .....Lobo Village

Hall, W., tailor .....London
Hamilton, James, agent of Bank of Upper Canada, and National Loan Fund Life Assurance Society.....London
Hawkins, William, lumber merchant .....Vienna
Hodge, A. & Co., merchants and forwarders.....Port Stanley
Hodgman, Wm., tanner.....Kilworth
Holmes, Marcus, carriage maker.....London
Hope, Birrel & Co., merchants, dry goods, hardware and groceries.....London
Hayman, E. W., tanner.....London

Jackson and Elliott, foundry .....London
Jacobs, O. B., merchant .....St. Thomas
Jarmain, John, tinsmith .....London
Jarvis, Francis, distiller .....Kilworth
Jeanneret, R. J., watchmaker, &c.....London
Jenkins, Thomas, merchant.....Vienna
Jennings, John, livery stable keeper .....London

Kent and Southwick, booksellers and druggists.....St. Thomas

King, W., saddler.....London

Laing, J., grocer .....St. Thomas
Lampkin, H., agent for Empire State Fire Company, Orleans Company of Rome, N. Y., and Genesse Mutual...London
Laurason and Chisholm, merchants.....London
Lawson and Ladd, merchants.....Delaware
Lemon and Hart, printers—"Times' office" .....London
Leonard, E., founder and tinsmith .....London
Little and Waugh, merchants.....Aylmer
Love, A., cabinet maker .....St. Thomas
Lowrie, Alexander, carriage maker.....London
Luke, Richard, brewer.....St. Thomas
Luke, Joseph, tanner .....St. Thomas

Macdonald, Alexander, land agent, and agent for National Life Assurance Company of U. S. and Niagara District Mutual Fire Insurance Company .....London
Macklin, J. C., merchant, dry goods and groceries .....London
McBride, S., tinsmith .....London
McDonald, J. P., merchant.....Vienna
McFee, Hugh, grocer ..... London
McFie, Daniel, merchant, dry goods .....London
McGill, Francis, merchant, dry goods.....London
McKay, John, merchant .....St. Thomas
McKenzie, A., merchant.....St. Thomas
McKinnon and Wrong, merchants.....Vienna
McKittrick, P., tailor .....London
Magee, Geo. J., merchant, dry goods.....London
Magill, Matthew, merchant, dry goods .....London
Macintosh, J. G., & Co., merchant, dry goods.....London
Marsh, D. O., saddler .....London
Merrill, J. B., cabinet maker .....London
Mills, Wilson, commission merchant .....London
Mills and Jay, merchants.....Sparta
Mitchell, J., merchant.....St. Thomas
Monsarrat, Charles, agent Commercial Bank and Colonial Life Assurance Company.....London
Mitchel, B. A., druggist .....London
Moore, William, distiller .....London
Moore, M., tanner.....St. Thomas
Morrill, S., tanner and currier.....London
Mount, Thomas M., miller .....Port Stanley
Mountjoy and Sons, cabinet makers .....London
Munro, A. F., lumber merchant .....Vienna
Murphy, D., grocer,.....London
Murray, R. S. & Co., merchants, dry goods.....London

Newcombe, H. T., printer, ...London

Ogden, John, saddler .....Kilworth

Page and Manson, merchants .....Strathroy
Paul and Smith, millers .....St. Thomas
Paul and Rykert, distillers .....St. Thomas
Paul, A., grocer.....London
Peters, Samuel, distiller .....London
Phillips, Ralph, distiller .....Port Stanley
Phillips, John, merchant, dry goods .....London
Pomroy, S. S., agent St. Lawrence Mutual Fire Insurance Company, and New York Mutual Life Insurance Co....London
Plummer and Racey, carriage makers.....London
Price, Samuel, merchant .....Port Stanley

Raymond, E., hatter.....London
Raynard, John, merchant, dry goods .....London
Reid, Robert, bookseller and stationer .....London
Reilly, W. T., livery stable keeper .....London
Ridout, L., merchant, hardware .....London
Richardson, W. & Co., stave and lumber merchants .....Vienna
Rose, Hugh, grocer .....London
Routh and Davison, forwarders .....Port Stanley

Salter, John, druggist .....London
Sells and Leonard, foundry .....St. Thomas
Smith, B. T., merchant .....Vienna
Smith, F. W., merchant .....Vienna
Smith, Francis, grocer .....London
Smith, A. and G., grocers.....London
Smith and Reynold, grocers.....London
Smith, Roger, miller.....London
Smith, H., merchant.....Sparta
Smith, John, merchant.....Vienna
Stewart and Brothers, tailors .....London
Street, W. W., agent for Gore Bank, and British North American Fire Insurance Company, and Britannia Fire and Life Insurance Company .....London
Sutherland, W., printer—"Free Press" office.. .....London

Talbot, John, auctioneer .....London
Till, W., cabinet maker .....London
Thompson and Macpherson, merchants.....Port Stanley
Tomlinson, J., druggist.....Vienna
Towle, S. M., merchant.....Delaware
Trebble and Hawking, brewers .....St. Thomas
Tyas and Williams, merchants, dry goods.....London

Waddel, Woods & Co., distillers.....Port Stanley
Wade, James, & Co., chemists and druggists.....Port Stanley
Wade, —., chemist and druggist.....St. Thomas

Wallace, Wm. F., & Co., stave and lumber merchants.....Vienna
Watson, George, builder .....London
Whipple, A., & Co., lumber merchants .....Vienna
Williams, George R., forwarder .....Port Stanley
Williams, J., druggist .....London
Wilson, Robert, grocer.....London
Winsor and Screiton, builders.....London
Woodhull, Benjamin, miller—grist and saw, carder and fuller .....Kilworth
Wrong, W. B., merchant.....Vienna

PROFESSIONAL MEN, &c., &c.

Anderson, A., Dr.....London
Askin, J. B., clerk of peace, clerk of county court, and deputy clerk of crown .....London

Beecher, H. & R., barristers, &c.....London
Burgess, William, Dr. .....Port Stanley
Burwell, H., registrar of county .....London

Caddy, J. H., town engineer and land agent.....London
Clench, Joseph B., inspector of licenses.....London

Farley, J., town clerk .....London
Farrow, David, Dr. .....London

Gill, W. C., deputy registrar .....London
Going, Henry, Dr.....London
Going, F., Dr. .....St. Thomas
Goodhue, George J., postmaster.....London

Daniel, James, barrister, &c. .....London
Duncombe, E., Dr.....St. Thomas

Hall, C. B., Dr... .....St. Thomas
Hamilton, James, sheriff .....London
Hanvey, Daniel, surveyor.....St. Thomas
Harris, John, agent for issuing marriage licenses .....London
Horton, Wm., barrister, &c.....London

McClary, Wm., surveyor..... .....London
McKenzie, A., Dr .....London
McMillan, W., surveyor .....London
Moore, Charles, G., Dr. .....London
Moore, John, M., Dr. .....Port Stanley

Parke & Scatchard, barristers, &c. .....London
Phillips, Thomas, Dr., and coroner for county .....London

Saxon, J. F., barrister, &c. .....Vienna

Shanley, S., barrister, &c.....London
Small, J. E., judge of county court.....London
Strathy, J. B., county clerk.....London
Street, W. W., treasurer of county.....London
Southwick, George, Dr. .....St. Thomas

Thompson, D. M., barrister, &c.....London
Wanless, John, Dr., and coroner for town.....London
Warren & Hamilton, barristers, &c.....St. Thomas
Wilson & Hughes, barristers, &c.....London

NEWSPAPERS PUBLISHED IN LONDON.

"London Times".....Lemon & Hart
"Western Globe" .....George Brown
"Canadian Free Press" .....Wm. Sutherland
"Gospel Messenger" .....John R. Lavell

HOTEL, INN, AND TAVERN-KEEPERS.

Balkwill, William, "Hope Hotel" .....London
Barker, William.....London
Bennett, J. M., "Robinson Hall" .....London

Collins, D. C.....Vienna

Hutchison, William, "Middlesex Hotel" .....St. Thomas

Lee, W. B., "Exchange Inn".....London

Mathews, John.....London
McDowell, John .....London
McFie, F. .....London
Mountford, J., "St. Thomas Hotel".....St. Thomas

Robertson, William .....London

Smith, John, "British Exchange" .....London
Smith, S., "Caledonia Hotel".....St. Thomas
Strong, H. .....London
Summers, John.....London

Thompson, David, "Mansion House" .....St. Thomas

COUNTY OF OXFORD.

MERCHANTS, &c., &c.

Andrews and Sutherland, merchants .....Woodstock

Bain, J., cabinetmaker .....Woodstock
Barr, D., watchmaker .....Woodstock
Barwick, H. C., agent Montreal Bank, Colonial Life Assurance Company, and British American Life Assurance Company .....Woodstock
Beatty, J., merchant.....Woodstock
Beddome, F. B., bookseller and stationer .....Woodstock
Brown and Wilson, tanners .....Woodstock
Brown, H. P. & Co., foundry .....Woodstock
Brown, Thomas, tanner and currier .....Ingersol
Brown and Galliford, boot and shoe store.....Ingersol
Brown and Byrne, saddlers .....Ingersol
Browet and Barker, merchants .....Ingersol
Buchanan, John, tin and coppersmith .....Ingersol
Burton, George, tanner and currier .....Beachville
Bullock, Edward, grist mill, saw mill and cloth factory ...Otterville

Campbell, Angus, distiller .....Woodstock
Campbell, H., cabinetmaker .....Ingersol
Carder, G. W., merchant.....Otterville
Carrol, R. H., miller.....Ingersol
Chapman, J. M., druggist .....Ingersol
Clark, Robert, merchant .....Woodstock
Coots, E., livery stable keeper.....Woodstock
Cornell, H. J., merchant .....Norwichville
Cornell, J. H. and S. P., merchants .....Otterville
Cornell and Taylor, merchants .....Otterville
Cromwell, R. B., merchant .....Otterville

Doty, E., grocer and confectioner .....Ingersol
Douglas, John, saddler.....Woodstock
Dunbar, Nehemiah, distiller .....Beachville

Eastwood, W., merchant and harness-maker .....Ingersol
Elliott, A., merchant .....Woodstock

Featherson, William, cabinetmaker.....Ingersol
Finkle, H. and J., merchants and millers .....Woodstock

Gurnet, Gabriel, saddler .....Woodstock

Haining, Robert, tin and coppersmith .....Ingersol
Hall, E., saw mill .....Ingersol
Hall, C. P., watchmaker .....Ingersol
Hamilton, W., watchmaker .....Woodstock
Harrison, George, wire worker and seive maker .....Ingersol
Hill, E., merchant.....Woodstock
Hook, William, miller .....Beachville

Idale, John, merchant .....Woodstock
Ingersol, James, agent for Gore Bank.....Woodstock
Ingersol, J. H., saw mill .....Ingersol

Jarvis, G. T., distiller .....Ingersol

Lakeman, E., merchant.....Woodstock
Laycock, James, merchant .....Woodstock
Lewis, E., builder.....Woodstock
Loucks, Philip, grocer .....Ingersol

Macklin, J. C., merchant .....Woodstock
McDonald, J. C., & Co., merchants .....Ingersol
McGill, M., merchant .....Ingersol
McKenzie, J. J., merchant .....Ingersol
McLeod, W. C , merchant .....Woodstock
McLeod, Peter, distiller .....Woodstock
Mairs, Peter, miller .....Ingersol
Malcolm, —., grist and saw mill.....Oakland
Mann, R. S., merchant.....Beachville
Mason, Charles, carder and fuller .....Beachville
Matheson, Duncan, merchant.....Beachville
Moore, Gilbert, merchant .....Norwichville
Murdock, James, carriage-maker .....Ingersol

O'Neil, John, grocer.....Beachville

Phelim, Thomas, auctioneer .....Woodstock

Rawling, R., cabinetmaker .....Woodstock
Robinson, R., livery stable keeper .....Woodstock
Rumsey, W. A.. founder and machinist.....Ingersol

Scott, M., merchant .....Norwichville
Scott, T., druggist.....Woodstock
Smith, Andrew, merchant.....Woodstock
Smith, William and Thomas, tanners.....Woodstock
Smith, Thomas, saddler .....Woodstock
Smith, William, carriage-maker .....Ingersol
Snellgroves, Abraham, chair-maker, &c.....Ingersol
Steel, John, merchant and miller.....Norwichville

Thompson, Andrew, foundry .....Woodstock
Tisdale, John E., merchant.....Woodstock

Toyne, —., merchant .....Oakland
Turner, Henry L., merchant .....Woodstock
Turner, Charles, merchant .....Woodstock

Waite, E. B., livery stable keeper .....Woodstock
Wallace, Thomas, merchant and distiller .....Norwichville
Warren, Henry, tanner and currier..... .....Beachville
Webster, David, merchant .....Norwichville
Webster, G. H., cabinetmaker.....Woodstock
Welch, John, saw mill .....Woodstock
White and Dixon, builders .....Woodstock

Young, M. & Co., merchants .....Woodstock

PROFESSIONAL MEN, &c., &c.

Ball, F. R., barrister..... .....Woodstock
Barry, H., surgeon ....Ingersol
Bartley, O., surveyor .....Woodstock
Barwick, H. C., treasurer of county and postmaster .....Woodstock
Blevins, Edward, (of Wilson, Hughes and Blevins,) solicitor, &c. .....Woodstock

Canfield, D., clerk of division court .....Ingersol
Carrol, James, sheriff .....Woodstock
Charles, Jordan, inspector of licenses .....Beachville

Foquett, Richard, clerk of county court and deputy clerk of crown ....Woodstock

Ingersol, James, registrar of county .....Woodstock

Lapenotiere, W., clerk of peace, and judge of surrogate court .....Woodstock

Maddock, John F., barrister and attorney.....Woodstock
McCarthy, J. F., surgeon .....Ingersol
McQueen, D. S., judge of county court.....Woodstock
Miller and Smyth, solicitors .....Woodstock

Parke, E. J., (Parke and Scatchard) barrister, &c. .....Woodstock
Phelan, D., postmaster .....Woodstock

Richardson, Hugh, barrister .....Ingersol

Scott, Dr. W. .....Woodstock
Shenstone, Thomas S., county clerk .....Woodstock
Smylie, W., surveyor .....Beachville

Turquand, J. H., Dr. .....Woodstock

Vansittart, John G., registrar of surrogate court .....Woodstock

Watt, J. H., Dr. .....Woodstock

COUNTY OF NORFOLK.

MERCHANTS, &c., &c.

Abbot, John, printer—"Simcoe Standard" .....Simcoe
Anderson, Henry, miller and distiller.....Vittoria
Armstrong, W. & D., saddlers .....Port Dover

Becker, —., merchant .....Waterford
Bowlby, A., steam saw mill.....Waterford
Bradley, J. J., merchant .....Port Dover
Brown, Augustus, merchant .....Simcoe

Campbell, Duncan, agent for Gore Bank .....Simcoe
Campbell, Alexander, merchant.....Simcoe
Carpenter, J., agent for Provincial Mutual Insurance Company .....Simcoe
Clancey, C. B., printer—"Norfolk Messenger" .....Simcoe
Covernton, Charles W., agent for Britannia Life Assurance Company .....Simcoe
Curtis, John, merchant .....Simcoe

Darling, G. L., watchmaker.....Simcoe
Donald, John, distiller.....Vittoria

Eagles, H. W., merchant.....Fredericksburg
Ellis, F. W., foundry .....Port Dover

Falls, O. H, merchant .....Simcoe
Fergusson, George, merchant .....Port Dover
Finlay, William, merchant .....Vittoria
Fisher, Benjamin, lumber merchant .....Port Dover

Gibbon, William, soap and candle factory.....Simcoe
Green, James L., foundry .....Waterford
Gundry, Jonathan, bookseller and druggist .....Simcoe

Hayes, David, distiller.....Simcoe
Hewitt, —., druggist, &c.....Vittoria
Hooker and Slack, grist and saw mill and distillery .....Waterford
House, R. M., printer—"Long Point Advocate".....Simcoe
Hunt, T. C., merchant.....Simcoe

Jerome and Baker, steam saw mill.....Port Rowan

Kent, E., brewer .....Simcoe
Kilmaster, John, merchant .....Port Rowan

Lamport, Henry, merchant .....Vittoria

Lawson and Bennett, tanners .....Port Dover
Lees, Andrew, engineer .....Port Dover
Lyons, James A., merchant.....Simcoe

McLennan, Andrew, merchant .....Port Rowan
Mitchell, John, druggist .....Simcoe
Mulkins and Lamson, merchants.....Simcoe

Owen, Abner, saw mill.....Simcoe

Park, George, merchant .....Waterford
Polly, John, foundry.....Simcoe
Powell, J. W. and Son, merchants .....Port Dover

Riddell, James, merchant.....Port Dover
Richardson, Richard, merchant .....Port Rowan
Ritchie, Ford and Jones, merchants, millers and distillers...Simcoe
Robinson, Charles, lumber merchant.....Port Dover
Ross, D. S., merchant .....Vittoria

Sovereen, Jacob, merchant and miller.....Fredericksburg
Sovereen, L. G., merchant .....Simcoe
Stanton, F. G., agent Colonial Life Assurance Company...Simcoe

Thompson, Andrew, merchant and miller.....Port Dover

Van Norman and Johnson, iron-founders .....Simcoe

Wallace, William, merchant.....Simcoe
Weston, William, tanner .....Simcoe
Wheeler, Henry, lumber merchant .....Port Dover
Whiting, W. and B., fulling mill.....Vittoria
Williams, Israel, tanner.....Simcoe
Wilson, James G., miller and distiller.....Simcoe
Wilson, Richard, agent for Gore District Mutual Fire Insurance Company .....Simcoe

Young, Peter E., merchant .....Vittoria

PROFESSIONAL MEN, &c., &c.

Burton, E., attorney, &c.....Port Dover

Campbell, Duncan, crown lands agent .....Simcoe
Clarke, John, Dr. .....Vittoria
Covernton, Charles W., Dr.....Simcoe
Crouse, John B., Dr., warden of county.....Simcoe

Ford, William, Dr.....Simcoe
Fuller, Stephen J., county clerk.....Simcoe

Gilman, Edward, barrister.....Simcoe

Givins, A., attorney, &c. ..... Simcoe
Green, James L., postmaster ..... Waterford
Groff, Henry, treasurer of county ..... Simcoe

Haycock, F. H., collector of customs..... Port Dover

Johnson, —., master of grammar school ..... Port Dover

Lamson, Nathaniel, coroner..... Simcoe

McCall, S., postmaster..... Vittoria
McKay, Adam, Dr. ..... Vittoria
Mulkins, Thomas J., postmaster..... Simcoe

Palmer, Dr. ..... Port Dover
Phelan, John, Dr..... Port Rowan

Rapelje, H. V. A., sheriff..... Simcoe
Rapelje, Abraham, deputy clerk of crown..... Simcoe
Rapelje, P. W., barrister..... Vittoria
Reade, George, collector of customs ..... Port Rowan

Salmon, Wm., judge of county court ..... Simcoe
Salmon, James M., Dr..... Simcoe
Segar, —., Dr..... Port Dover
Stanton, F. G., barrister and attorney..... Simcoe

Van Norman, G. R., barrister..... Simcoe

Walsh, F. L., registrar of county..... Vittoria
Walsh, A., deputy registrar..... Simcoe
Walsh, Thomas W., surveyor..... Simcoe
Waters, Henry, postmaster..... Port Dover
Wilson, William M., clerk of peace..... Simcoe

HOTEL, INN, AND TAVERN-KEEPERS.

Beaupré, John ..... Port Dover

Dredge, George H..... Simcoe

Flewellen, Benjamin..... Simcoe
Forse, J. H. ..... Simcoe

Howes, J. H..... Port Dover

McLennan, Mrs. ..... Vittoria
Moore, S. ..... Simcoe

Powell, G. W. ..... Simcoe
Post, William..... Vittoria

Van Norman, J. D. ..... Port Dover

COUNTIES OF LINCOLN, WELLAND AND HALDIMAND.

MERCHANTS, &c. &c.

Abbey, John and James, owners of dry dock .....Port Robinson
Allison and Vandyke, coachmakers .....Grimsby
Alma, J. L., wine merchant.....Niagara
Amsden, Samuel, merchant.....Dunnville
Anderson, Alexander, merchant ....Thorold
Armour, John, merchant .....Dunnville
Armstrong, J. W., hatter.....St. Catharines
Atkinson, William, saddler .....St. Catharines

Bailie and Cook, merchants... .....Grimsby
Ball, G. P. M., miller, woollen manufacturer and lumber merchant .....Glen Elgin Mills
Band, R., & Co., millers .....Port Robinson
Barker, J., merchant.....St. Catharines
Barnard, P. C., merchant.....Caledonia
Baron, William, marble manufacturer .....St. Catharines
Barr, W., merchant .....Niagara
Barr, J. M., merchant .....St. Catharines
Barry, Thomas, saddler ....Caledonia
Bate and Hunter, merchants .....Niagara
Beadle, Chauncey, nurseryman .....St. Catharines
Beatty, William, tanner .....Thorold
Becker, John L., merchant .....Wellandport
Beckett, Samuel T., grist mill .....St. Johns
Bender, George and John, tanners.....Drummondville
Benson, J. R. & Co., hardware merchants.....St. Catharines
Berston, Harris & Co, tobacco and cigar manufacturers...Fonthill
Berbeck, Richard, hardware merchant .....Thorold
Bingham, A., tinsmith .....St. Catharines
Bingle, Thomas, merchant .....Grimsby
Bland, Luke, potash manufacturer .....St. Davids
Bolan, Edward, merchant .....Queenston
Boles, A. and J., distillers .....St. Catharines
Bond, Henry, carriagemaker .....Chippewa
Boomer, Brothers & Co., merchants .....St. Catharines
Boomer, Hugh, miller .....Dunnville
Bouck, William, pottery .....Thorold
Boyle, Thomas & Co., merchants .....Dunnville
Brant, George, merchant.....Smithville
Brockelbank, J. W. & Co., lumber merchants .....Dunnville

Brown, William, merchant ..... Queenston
Brown, Mrs., merchant ..... Queenston
Brown, J. R., merchant ..... Dunnville
Brown, George, merchant ..... Caledonia
Brown, George, merchant ..... York
Brownlee, W., merchant ..... St. Catharines
Brownson and Weatherby, founders and tinsmiths ..... Dunnville
Buck, A. C., druggist ..... Caledonia
Bump and Carey, tanners ..... Allanburg
Bunting, T., tanner ..... St. Catharines
Burnham, W. S., tanner ..... Chippewa
Burns, John, tanner and currier ..... Niagara
Bush, W. A., merchant ..... Smithville

Cameron, William, brewer ..... Dunnville
Carrol, Sylvester, merchant ..... Thorold
Carter, Louis G., merchant ..... Port Colborne
Chace, W., druggist ..... St. Catharines
Chace, W., lumber merchant ..... St. Catharines
Chadwick, Benjamin, merchant ..... Drummondville
Chambers, Richard, grocer ..... Dunnville
Chappel, Robert, sash and last factory ..... Fonthill
Charles, Henry, merchant ..... Niagara
Chisholm and Minor, merchants and lumber merchants ... Dunnville
Christie, Alexander R., merchant ..... Niagara
Christie, Alexander, miller ..... Thorold
Clarke, John, merchant ..... St. Catharines
Clendenan, J. B., merchant ..... St. Catharines
Colladay and Massales, founders ..... Beamsville
Collier, R., locksmith and plater ..... St. Catharines
Collier, R., merchant ..... St. Catharines
Cook, Moses, miller ..... Merrittsville
Cook, John, plaster merchant ..... Seneca Township
Cook, Wm., merchant ..... Stevensville
Copland, W. R., & Co., booksellers, stationers and hatters, St. Catharines
Cowan and Park, millers ..... Thorold
Curry, Robert, soap and candle factory ..... Thorold
Cutler, Abraham, lumber merchant ..... Wellandport

Dare, John, tanner ..... Beamsville
Darling, Samuel, miller, flour and plaster ..... Dunnville
Davidson, Alexander, agent Britannia Life Assurance Company ..... Niagara
Davis, Hezekia, miller ..... Dunnville
Davis, W., merchant ..... St. Catharines
Dean, Seth, miller and lumber merchant ..... Grimsby
Dittrick and Vanderburg, stage proprietors ..... St. Catharines
Donaldson, John, & Co., millers ..... Port Robinson
Donaldson, John, plaster mill ..... Seneca
Douglass, James, watch maker ..... Beamsville

Dudley and Campbell, merchants and forwarders.....Cayuga
Dunlap and Seeley, millers and lumber merchants.....Merrittsville
Durkee, M. P. & J., merchants .....Smithville
Durkee, Joseph, tanner. .....Smithville
Durkin, Michael, merchant.....Canboro'

Ellenwood, B., woollen manufacturer..... .....Allanburg
Ellenwood, Francis, woollen manufacturer.....Merrittsville
Elliot, Robert, merchant ....Port Robinson
Evans and Griffiths, potash manufacturers ....Port Robinson

Farewell, J. M., merchant .....Grimsby
Fell, Charles, merchant .....St. John's
Fell, J. W., merchant .....Chippewa
Ferguson, Duncan, merchant .....Caledonia
Fields, E., stage proprietor .....St. Catharines
Finn, Thomas, merchant .....Merrittsville
Fish, W. T., merchant.. .....Thorold
Fitzgerald, R. R., merchant.....St. Catharines
Flett, John, merchant ....Chippewa
Folmsbee, J., merchant .....Canboro'
Forbes, George, livery stable keeper .....St. Catharines
Fortier, James, merchant and postmaster ....Port Colborne
Foster, A., merchant .....St. Catharines
Fowlie, Robert F., forwarding merchant .....St. Catharines
Furgusson, Mrs., merchant .....Thorold

Garden, W. N., merchant.....Thorold
Gardener, William, tanner .....Gainsboro' village
Gibbons, Peter, merchant .....Petersburg
Gibson, J., cloth manufacturer .....St. Catharines
Gibson, James, miller .....Thorold
Giles, J. B., printer—"Constitutional Office".....St. Catharines
Gowens, John, merchant.....Thorold
Grant, John, merchant and druggist .....Jarvis
Groger, William, potash manufacturer .....Cayuga
Guernsey, John, tanner .....Queenston

Haney and Brooks, millers and lumber merchants .....St. Johns
Harris, J., livery stable keeper .....St. Catharines
Hart, H. P., merchant .....Niagara
Haun, A. L., founder .....Stonebridge
Harvey, James, chemist and druggist.....Niagara
Harvey and Doughtwait, soap and candle factory.....St. Davids
Harvey, U., miller and tanner.....St. Davids
Harvey, S., chemist and druggist .....St. Catharines
Harvey, Adam, saddler .....St. Catharines
Haynes, F., merchant .....Beamsville
Heaton, Andrew A., merchant and saddler .....Stamford
Helliwell, John L., agent Upper Canada Bank.....St. Catharines

Hellems, C. W., machinist .....St. Catharines
Hendershot, W. B., merchant.....Thorold
Henley, Richard, apothecary .....Drummondville
Henry, J. S., merchant.....Beamsville
Heron, Andrew, proprietor of dockyard and foundry .....Niagara
Higby, Hammond and Fox, lumber merchants.....York
Hill, T. S., saddler .....Beamsville
Hilton, James, broom manufacturer .....Thorold
Hinman, F. H., saddler.....St. Catharines
Holden, James B., miller.....Caledonia
Holmes and Greenwood, carriagemakers .....St. Catharines
Holmes, Thorpe, printer—"Journal Office" .....St. Catharines
Honsberger, M. H., merchant.....Jordan
Hope, William, wharfinger .....Niagara
House, H. G., merchant .....Smithville
House, Benjamin, postmaster.....Stevensville
Hudson, C. L., merchant.....York
Hurchell, Joseph, forwarder .....Cayuga

James and Stevens, merchants.....Thorold
James, William, merchant .....Stevensville
Jamieson, C., merchant .....St. Catharines
Jarvis, A. H., tinsmith.....Caledonia
Junkin, John, Junr., & Co., merchants .....St. Catharines

Keefer, Jacob, miller .....Thorold
Keefer, George, miller.....Thorold
Kemball. J. J., livery stable keeper .....St. Catharines
Kemble, Samuel, miller and lumber merchant .....Grimsby
Kent, James, & Co., merchants .....Dunnville
Kew, William, carriagemaker .....Beamsville
Kilburn, John, potash manufacturer .....Beamsville
King, W. D., miller .....St. Catharines
Kinsman, Danson, merchant .....Fonthill
Kirkland, James, distiller.....Indiana
Kirkpatrick, John, merchant .....Chippewa
Knight, G., machinist .....St. Catharines
Knox and Cheney, lumber merchants.....Caledonia

Lally, Martin, merchant .....Smithville
Lally, Martin, merchant .....Wellandport
Lawder, J. M., agent, St. Lawrence Mutual Insurance Company .....Niagara
Lemons, John, & Co., lumber merchants .....Port Robinson
Lepper, George, & Co., merchants.....St. Catharines
Lester, Thomas, lumber merchant .....Indiana
Lindley, —, tanner .....Caledonia
Little, James, merchant and postmaster .....Caledonia
Little, Cyrus, pottery .....Beamsville
Lowell, William, merchant .....Drummondville

Lowry, Shaftoe, planing machine .....Caledonia
Lockhart, David, merchant .....Niagara
Lyons, J. H., bootmaker .....Chippewa

McArdle, E., merchant .....St. Catharines
McArthur, J., merchant .....St. Catharines
McDonald, John, watchmaker and jeweller .....Chippewa
McCormick, T., agent Upper Canada Bank .....Niagara
McGivern & Co, merchants .....Dunnville
McIndoe, James, merchant .....Niagara
McCoppan, James, merchant .....Port Robinson
McIntyre, Thomas, cabinetmaker .....St. Catharines
McKinnon, Ranald, mill owner and cloth manufacturer ...Caledonia
McRea, John, merchant .....Petersburg
Macklem, O. T., founder and lumber merchant .....Chippewa
Macklem and Cummings, tanners .....Chippewa
Macklem, James, agent Upper Canada Bank .....Chippewa
Maher, William, merchant .....Smithville
Manley, —., merchant .....Port Colborne
Marlatt, Isaac, founder..... .....Beamsville
Martin, A., & Co., merchants.....Niagara
Mathieson, George, merchant.....Drummondville
May, Richard, merchant .....Dunnville
Mellanby, William, merchant .....Petersburg
Mercer, L. W., agent Provincial Mutual General Insurance Company .....Niagara
Merriam, John H., cabinetmaker .....Chippewa
Merritt, T. R., miller .....St. Catharines
Mills, Benjamin S., miller .....Caledonia
Mills, A., machinist .....St. Catharines
Mittleberger, H., agent Montreal Bank.....St. Catharines
Mittleberger, J. B., watchmaker and jeweller .....St. Catharines
Mitchell and McGivern, merchants .....St Catharines
Morley, John, plough manufacturer .....Thorold
Montague, George, distiller.....Dunnville
Moore, Henry J., lumber merchant .....Seneca
Morrison, T., merchant..... .....St. Catharines
Morse, A., bookseller and stationer, notary public, and conveyancer—agent for National Loan Fund Life and Fire Insurance Company.....Smithville
Morse, O., cabinetmaker.....Drummondville
Munro, Jas., & Co., merchants .....Thorold
Murgatroyd, Thomas, carriagemaker .....Smithville
Murray, Andrew, postmaster and collector of canal tolls...Port Robinson
Musson, William, pail manufacturer .....Indiana

Nelles, R. F., merchant and postmaster.....Grimsby
Nelles, P. B., lumber merchant .....Grimsby
Nicholson, A. & W., merchants and lumber merchants ...Chippewa

Noble, J., miller .....St. Catharines
Noble, Jacob, axe and edge-tool manufacturer.....St. Catharines

Oill, G. N., machinist .....St. Catharines
Oldfield, John, lumber merchant.....Dunnville
Ollis, W., merchant .....St. Catharines
Osborne, J. B., merchant and postmaster .....Beamsville

Paffard, F., chemist and druggist .....St. Catharines
Page, Edward R., merchant .....Fonthill
Palmer, J., locksmith and plater.....St. Catharines
Park, Paul, lumber merchant .....York
Parsons, Frederick, watchmaker and jeweller .....St. Catharines
Patterson, William, merchant .....Chippewa
Patterson and Nichol, merchants.....St. Catharines
Pennock, William, merchant .....Allanburg
Perry, Cornelius, merchant .....Dunnville
Pew and Ross, carriagemakers .....Drummondville
Phelps, O. S., merchant and forwarder .....Cayuga
Phelps, Calvin, miller .....St. Catharines
Potts, J., last manufacturer.....St. Catharines
Powell, John S., merchant .....Port Robinson
Price, John S., merchant and postmaster .....Riceville, Pelham

Rainsford, William, merchant and postmaster .....Waterloo
Ramsay, William, pottery .....Thorold
Ranney, John L., miller .....St. Catharines
Rannie, John, merchant and postmaster .....Allanburg
Rannie and Tucker, millers and lumber merchants.....Allanburg
Reynolds, B. F., merchant .....St. Catharines
Rich, Russell, Mrs., founder, cloth manufacturer, machinist,
and lumber merchant .....St. Johns
Roberts, John, merchant tailor .....Beamsville
Robinson, Richard, merchant .....Chippewa
Rogers, John, merchant .....Niagara
Ross, John, merchant .....Chippewa
Russ, William, founder.....Smithville
Russell, William, brewer.....Drummondville
Russell, R. J., merchant .....Dunnville
Routh, John, merchant.....Waterloo
Roy, W. R., merchant .....Beamsville
Rykert, G., agent Commercial Bank, Midland District ...St. Catharines

Sammons, Peter, merchant .....Wellandport
Sanderson, J, merchant .....St. Catharines
Schofield Thomas L., merchant.....Port Colborne
Scholfield, James, grocer .....Dunnville
Scholfield, William, grocer .....Dunnville
Schooley, Elijah, merchant .....Merrittsville
Schawbs, William, pottery .....Beamsville
Scobell, H., hardware merchant .....St. Catharines

Scobie, Alexander, merchant .....Caledonia
Scott and McKinnon, merchants and forwarders .....Caledonia
Shannon, C. W., merchant .....Jarvis
Shaw, T., merchant .....St. Catharines
Shrigley, A. W., merchant .....Merrittsville
Sime, George, tanner .....Dunnville
Simpson, John, bookseller and stationer .....Niagara
Simpson, George, land agent .....Drummondville
Smith, George, carriagemaker .....St. Catharines
Snyder, J., miller and lumber merchant .....Gainsborough
Stack, Morris, merchant .....Thorold
Stephenson, E. W., stage proprietor .....St. Catharines
Steward, William, saddler .....St. Catharines
Stinson, Francis, distiller.....St. Catharines
St. John, S. L., merchant.....St. Catharines
Stocking, J., merchant .....St. Catharines
Street, Robert H., merchant .....Indiana
Street, John, miller and lumber merchant.....St. Johns
Strong, J. W., bookseller and stationer .....St. Catharines
Suter, Samuel, & Co., merchants .....Cayuga
Sweeney, D., merchant .....St. Catharines

Taylor, Potter & Co., millers, woollen manufacturers, and lumber merchants.....Smithville
Taylor, James, brewer .....St. Catharines
Thompson, W. A., miller.....Waterloo
Thompson, David, mill owner.....Indiana
Thorn, C. W., miller and carder.....St. Johns
Towers and Seaman, iron founders and machinists .....St. Catharines
Turner, Jacob, merchant, miller and lumber merchant ...Seneca
Turney, James, merchant .....Thorold

Udell, Morris, brewer and distiller .....Grimsby
Upper, J., merchant.....Gainsborough village

Vanalstein, W., merchant and miller, and postmaster .....Cook's Mills, Crowland
Vanderburg, A., merchant and lumber merchant .....Allanburg

Walters, John, merchant.....Cayuga
Warden and Keefer, lumber merchants, machinists, and carders .....Thorold
Warren, Robert, merchant .....Niagara
Warren, E. F., tanner .....St. Johns
Weatherby, L. J., woollen manufacturer .....Dunnville
Whan and McLean, merchants .....St. Catharines
White, Thomas, brewer .....Petersburg
Whitelaw, F. M., bookseller and stationer .....Niagara
Wilson, David, grocer .....St. Johns
Wilson, John, merchant .....Stamford
Woodbury, Edwin, cooper .....Caledonia

Woodruff, J. C., merchant .....Drummondville
Woodruff, G. and W., merchants .....Drummondville
Woodruff and Kirkpatrick, merchants .....St. Catharines
Woodruff, Richard, merchant .....St. Davids
Woodruff, William, merchant and miller .....St. Davids
Woodruff, J. A., agent for Colonial Life Assurance Company .....Niagara
Woodward and Dunn, millers.....St. Catharines
Wright, G., merchant .....St. Catharines
Wright and Duncan, millers .....Allanburg
Wright, Clark & Co., spirit merchants .....Queenston

Yale, C., founder and machinist .....St. Catharines

PROFESSIONAL MEN, &c., &c.

Aberdeen, R., Dr.....Chippewa

Ball, Louis A., barrister and attorney .....Thorold
Barker, E., solicitor .....Cayuga
Blackwell, J. H., Dr.....Drummondville
Boomer, George, barrister .....Niagara

Campbell, Duncan, Dr.....Niagara
Campbell, E. C., judge county court, Lincoln and Welland .....Niagara
Carrol, William, surveyor .....Caledonia
Clark, J., collector of customs .....St. Catharines
Claus, Warren, judge of surrogate court, Lincoln and Welland.....Niagara
Clench, F. A., clerk county court, Lincoln and Welland...Niagara
Considine, J. W., Dr. .....Smithville
Corry, M. N., Dr.....Stamford
Cross, Luther, Dr. .....St. Catharines

Davis, Job, Dr.....Wellandport
Davidson, Alexander, postmaster .....Niagara
Davidson, J. A., editor of "Mail".....Niagara

Eccles, William, barrister and attorney.....St. Catharines

Fell, Zenas, deputy provincial surveyor and coroner .....St. Johns
Ferris, William, Dr. .....St. Catharines
Finn, Eugene, Dr.....Niagara
Foley, Bernard, judge county court, Haldimand .....Chippewa
Forbes, —, Dr.....St. Catharines

Goodman, Henry, Dr. .....Cayuga

Hamilton, A. C., barrister .....St. Catharines
Hepburn, William, postmaster .....Chippewa

Hood, Andrew, surveyor .....Dunnville

Ironside, Edmund, Dr.....Thorold

Jackson, John, civil engineer—engineer to Grand River Navigation Company .....Seneca
Jarron, John, Dr., and coroner county Haldimand .....Dunnville
Jukes, Augustus, Dr. .....Port Robinson

Keefer, Peter, postmaster .....Thorold
King, Richard S., Dr. .....Port Robinson
Kingsmill, W., sheriff, Lincoln and Welland.....Niagara
Kirby, James, collector of customs.....Chippewa

Lawder, John M., barrister.....Niagara

Macdonald, Rolland, barrister.....St. Catharines
McCormick, T., collector of customs.....Niagara
McDougal, Daniel, treasurer of counties Lincoln and Welland.....Niagara
McDougal, Alexander, Dr. .....Niagara
McMullen, W., attorney .....Dunnville
McPherson, William, Dr.....Caledonia
Mack, Theophilus, Dr.....St. Catharines
Macklem, Thomas, Dr.....Chippewa
Martin, Richard, sheriff, county of Haldimand.....Cayuga
Maxwell, George, collector of customs .....Grimsby
Merritt, J. P., postmaster .....St. Catharines
Mewburn, John, Dr.....Stamford
Mewburn, F., Dr.....Drummondville

Ottley, B. R., notary public .....Stamford

Powell, John, registrar, counties of Lincoln and Welland...Niagara

Raymond, Trueman, Dr. .....St. Catharines
Raymond, Lorenzo D., barrister.....Chippewa
Rolls, Henry, Dr. .....Thorold

Secord, Charles B., barrister and attorney.....Queenston
Sheehan, W. B., collector of customs.....Dunnville
Simpson, John, editor of "Chronicle" .....Niagara
Smith, Henry, agent for crown lands .....Smithville
Stevenson, John, clerk of peace, county of Haldimand...Cayuga

Tims, H. W., coroner .....Port Robinson

Wilson, S., Dr. .....Dunnville
Winterbottom, W., clerk division court... .. ..Niagara
Woodruff, J. A., clerk of peace Lincoln and Welland ...Niagara
Wright, James, collector of canal tolls .....Dunnville

HOTEL, INN, AND TAVERN-KEEPERS.

Brown, Thomas .....St. Catharines

Campbell, Duncan .....Cayuga
Clark, John C. .....Canboro'
Coleman, D. .....Port Robinson

Davis, John C. .....Chippewa

Howard, Richard .....Niagara

May, William .....St. Catharines
Mead, Richard .....Caledonia
Miller, James .....Niagara
Miller, Gage .....Niagara
Moffatt, Richard .....Niagara

Smith, Thomas .....Fonthill

Vanderburg and Dettrick .....St. Catharines

Wiggins, T., Jr. .....Dunnville

WENTWORTH AND HALTON.

CITY OF HAMILTON.

MERCHANTS, &c., &c.

Abel, D., boot and shoemaker.....John street
Aitken, S. M., & W., dry goods merchants, wholesale.....King street
Alexander, A., grocer .....John street
Ambrose, Charles, teacher of music .....Peel street
Applegarth, John, miller.....John street
Armstrong, G. H., police magistrate .....John street

Bank, Savings, Hamilton and Gore District, at the Gore Bank .....King street
Bank, Savings, Thomas Stinson's .....Office, Hughson street
Bain and Hastings, cabinetmakers .....King street
Baker, H. C., president Canada Life Assurance Company...King street
Balfour, Peter, cabinetmaker .....John street
Ball, F. A., commission merchant .....King street

Bank, British North America .....King street
Bank, Commercial of Midland District.....James street
Bank, Gore .....King street
Bank, Montreal.....King street
Bastedo, J. M., hatter and furrier .....Main street
Baxter, John, livery stable keeper .....MacNab street
Beardmore, George L., leather merchant .....James street
Beasley, R. S., grocer .....Market square
Beddome, Josephus, importer of seeds .....King street east
Beemer, L., watchmaker and jeweller .....King street
Bell, Duncan, & Co., dry goods merchants, wholesale.....King street
Benner, Richard, grocer .....King street
Best, T. N., auctioneer .....James street
Bickle, Thomas, & Son, chemists and druggists .....King street
Blizard, Robert, cooper .....John street
Blood, G., & Co., founders and tinsmiths .....John street
Blyth, T. A., surveyor .....King street
Bowers, Jonathan, painter and glazier .....James street
Brainerd, O. N., manufacturer of corn brooms.....King street
Branagan, Terence, baker .....James street
Bray, Josias, land and general agent.....James street
Brega, Solomon, proprietor of "Journal and Express" ...John street
Brethour, Joshua, dry goods merchant .....King street
Booker, A., auctioneer and commission merchant.....King street
Brown, M. W., & E., wharfingers and forwarders .....Foot of James street
Brown & Childs, shoemakers .....King street
Bruce, Magnus, tailor .....Hughson street
Buchanan, Harris & Co., wholesale merchants .....King street
Bull, H. H., proprietor of "Gazette" .....John street
Buntin, Alexander, wholesale stationer .....King street
Burgess, John, teacher of music .....Hughson street
Burton and Sadlier, barristers .....King street

Cameron, C. W., commission merchant.....King street
Campbell and Garratt, commission merchants.....John street
Campbell and Pickard, machinists .....MacNab street
Carnall, Miss, milliner and dressmaker.....James street
Carter, J. F., working jeweller .....King street
Cartwright, G. E., chemist and druggist .....King street
Carpenter and Woods, hardware merchants.....King street
Clarke, W. E., tailor.....Main street
Clark, Hutchinson, builder .....Hughson street
Clement and Moore, tanners .....Tyburn street
Collingwood, Thomas, builder .....John street
Cook, Hiram, & Co., wharfingers and forwarders.....Foot of MacNab street
Copp, Brothers, tinsmiths .....York street
Cozens, G. H., merchant tailor .....James street
Crawford, James, dry goods merchant .....King street
Crossley, John, dry goods merchant .....James street

Cumberland, F. W., architect and surveyor .....King street
Cummings, James, & Co., glass and crockery merchants...King street

Dallyn, J., & Son, forge bellows makers.....James street
Dallyn, J. E., hairdresser .....James street
Davidson, John, saddler .....King street
Davis, Milton, stage proprietor .....John street
Dawson, William, clothier .....King street
Dawson, —., watchmaker .....King street
Dayfoot, J. B., boot and shoemaker .....King street
Dixon, William, dry goods merchant.....James street
Distin, W. L., tinsmith.....King street
Dodsworth, John, cabinetmaker.....James street
Drysdale, Alexander, upholsterer .....King street
Duffield, George, cooper .....John street
Dunn, J., carpenter and builder .....West market street

Eastwood, Daniel, bookseller and stationer .....King street
Ebbs, John E., accountant .....James street
Ecclestone, Thomas, confectioner .....King street
Egan, Francis L., grocer .....James street
Elmsley, George, master of grammar school.....Henry street
Evans, Brothers & Co., hardware merchants.....King street
Ewen, John, tailor.....John street

Fairclough, Richard, skin dealer.....York street
Fell, William, engraver.....King street
Ferrie, C & J., & Co., wholesale merchants .....Hughson street
Field and Davidson, saddlers .....James street
Filgiano, Theophilus, dentist .....John street
Fletcher and Mooney, boot and shoemaker .....James street
Ford, Nehemiah, painter and glazier.....Catharine street
Foster, Thomas, coffee and spice merchant .....John street
Foster, C., tailor .....John street
Fraser, Donald, merchant.....John street
Freeland, C., commission merchant.....King street

Galbreath, J., & Co., grocers .....King street
Gamble, James, tinsmith.....York street
Gardner, John, boot and shoemaker .....King street
Garratt and Campbell, commission merchants .....John street
Garth, Charles, gas fitter.....James street
Gibb, J. P., grocer .....James street
Gilbert, J. W., spirit merchant .....Market square
Gilkison, J. T., secretary Great Western Railroad .....King street
Glackmeyer, Edward, manager of Gas Works .....Mulberry street
Glassco, W. H., hatter and furrier .....King street
Goldie, Adam, commission merchant.....King street
Gooderham, James, painter and glazier.....John street
Gray, Thomas, grocer .....Market square

Greer, John H., commission merchant .....James street
Gunn, D. C., forwarder .....King street
Gurneys and Carpenter, iron founders .....John street
Green, E. D., druggist.....Upper John street

Hagar and Vogt, organ builders .....Cannon street
Hamilton and Kneeshaw, chemists and druggists .....King street
Hankey, Fenton, carriagemaker .....Main street
Hardiker, Richard, grocer.....King street
Harding, G., plumber .....John street
Harrison, J. P., portrait painter.....York street
Hayward, John, tinsmith.....King William street
Helliwell, C. L., & Co., booksellers and stationers.....King street
Hesroidt, C. W., cabinetmaker .....John street
Hilton, Thomas, cabinetmaker.....York street
Hills, Albert, builder .....James street
Holbrook, Robert, shoemaker.....King street
Hewson, Stephen, bookbinder.....James street
Hill and Holmes, dentists .....King street

Inman, J. W., dry goods merchant.....King street
Ireland, H. W., hardware merchant .....King street

Jackson, Edward, tinsmith .....King street
Judd, John, tallow chandler.....Macnab street
Juson, Richard, & Co. wholesale hardware merchants .....King street
Jolley, A. S., saddler .....John street

Kelly, Charles, & Co., nurserymen and seedsmen.....King street
Kendall, T. & J., brewers .....Peel street
Kennedy, Parker & Co., wholesale dry goods merchants...King street
Kerr, A. & T. C. & Co., wholesale dry goods merchants...King street
Kerr, R. W., surveyor .....Main street
Kerr, W. G , grocer .....King street
Kerr, Robert, cabinetmaker.....MacNab street
Kinread, Thomas, builder .....Catharine street
Knox, William, baker .....York street

Langdon, H., stage agent.....City Hotel
Land, Routh & Co., forwarders .....Foot of John street
Larkin, J. P., dry goods merchant .....King street
Lawrie, H. J., butcher .....James street
Lawson, William, & Brother, clothiers and dry goods merchants.....King street
Lazarus, George J., turner .....James street
Lee, George, baker .....Court house square
Lister, Joseph, merchant .....James street

McDonald, W. R., insurance agent .....King street
Macdonald, Frederick, grocer .....Market square
McDowell, Samuel, grocer .....King street

Mackay, Brothers, wholesale grocers .....King street
Mackay and Brothers, commission merchants .....King street
McCurdy, Samuel, tailor .....John street
McGivern, E., & Co., saddlers.....King street
McIlroy, Robert, stonemason and contractor .....King street
McInnes, D., & Co., wholesale merchants.....King street
McKeand, Brothers & Co., wholesale dry goods merchants..King street
Mackenzie, Gates & Co., wholesale dry goods merchants...King street
McKillop, John, confectioner .....King street
McKillop, Templeman & Co., grocers .....James street
McKinstry, H., cashier, Commercial Bank .....James street
McLaren, W. P., grocer .....King street
McLauchlan, Robert, grocer .....York street
McLellan, D., bookseller .....King street
MacNab, D. & Co., hardware merchants .....King street
McQuesten, C. & Co., iron founders .....James street
Magill Charles, dry goods merchant .....King street
Mechanics' Institute.....King street
McRae, D., dry goods merchant.....James street
Magill, Edward, watchmaker .....King street
Martin, J. B., watchmaker and silversmith .....King street
Mason, T., hatter and furrier .....King street
Mathews, J. B., livery stable keeper .....King William street
Mathieson, J., grocer .....King street
Miller, James, painter .....Corner Nelson street
Mills, Joseph, hatter and furrier.....King street
Moore, E. and J. F., lumber merchants..... .....King William street
Moore, Dennis & Co., tinsmiths .....King street
Murphy, Timothy, grocer.....King street
Murton, William, grocer .....Market square

News and Reading Room.....King street
Nicholson, William, & Co., printers .....Corner of James and King st.
Northey, George, miller .....Peel street
Nowlan, Owen, livery stable keeper.....James street

O'Higgins, John, clothier..... .....King street
Oliver, Stephen, auctioneer..... .....John street
O'Neil, Ambrose, waggonmaker .....King street
Osborne, William, produce merchant.....James street
Osborne and Wyllie, merchants .....King street
Osborne, Robert, watchmaker and jeweller .....James street

Pattison and Phillips, cigar, cracker and confectionary
makers .....Cannon street
Pettinger, W. and G., blacksmiths.....John street
Powell, Thomas S., builder.....Mountain brow
Price, W. G., dry goods merchant .....King street
Pronguey, J. P., carriagemaker .....York street

Quiggin, John, steam saw mill and planing machine .....Cannon street

Rae, Richard, agent Gore District Mutual Fire Insurance Company .....King street
Reid, James, cabinetmaker .....King street
Reid, William, cabinetmaker .....King street
Robb, William, wholesale dry goods merchant.....King street
Robinson, J., dry goods merchant .....John street
Robinson, James, painter and paper-hanger .....James street
Rose, David, tobacco and cigar manufacturer .....King street west
Roy, Robert, dry goods merchant .....King street
Ruthven, Peter, printer.....King street
Ryan, J. S., hardware merchant .....James street
Sillett, Mrs., milliner and dressmaker.....John street
Simpson, Jonathan, builder .....Main street
Simons, T. M., secretary Canada Life Assurance Company .....King street
Skinner, C. A., bookseller .....King street east
Smiley, R. R., proprietor of "Spectator" .....James street
Snowden and Grant, brewers .....Main street
Sterling, George, boot and shoemaker .....King street
Stevenson, P. S., commission merchant .....King street
Stevenson, James, agent Bank of Montreal .....King street
Steven, Andrew, cashier Gore Bank .....King street
Steward, James & Co, iron founders.....MacNab street
Stokoe, C. H, city clerk .....City Hall
Strongman, George, quarryman .....Tyburn street
Sunley, George, boot and shoemaker .....James street
Sunley, W. T., saddler.....King street
Swift, J. L., dentist .....King street
Sylvester, Thomas, tinsmith .....James street
Stein, L., gilder.....James street

Taylor, Thomas, house carpenter .....West market street
Thomas, G. F., surveyor .....King street
Thompson, O., grocer .....King street
Tisdale, V. H., merchant, (fancy wares) .....King street
Titus, H. N. & Co., wholesale dry goods .....King street
Turner, J. & J., grocers .....King street
Thomas, William, architect and surveyor .....King street

VanNorman, D. C., principal of Burlington Academy.....King street
Vars and Thorner, dentists .....

Walker, James, tallow chandler .....Main street
Ware, P. T., & Co., watchmakers and jewellers.....King street
Warmoll, Charles, dry goods merchant .....King street
Washington, George, dry goods merchant.....King street
Watkins, F. W., clothier .....King street
Webster, C. H., chemist and druggist .....King street
Williams, J. M., carriagemaker .....King street
Winer and Sims, druggists .....King street

Workman, Thos., auctioneer and commission merchant ...James street
Wright and Green, auctioneers and commission agents ...King street
Wright, S., insurance agent.....James street
Wilkins, Miss, seminary .....James street

Young, John, junior, grocer.....King street

FIRE INSURANCE OFFICES.

British America, agent, A. Steven .....King street
Equitable, agent, J. S. Garratt .....John street
Globe, agent, P. S. Stevenson.....King street
Gore District Mutual, agent, R. H. Rae .....King street
Home District Mutual, agents, Wright and Green.....King street
Montreal, agent, C. C. Ferrie.....Hughson street
Provincial Mutual and General, agent, Josias Bray .....James street
St. Lawrence Inland Marine Insurance Company, agent,
E. Ritchie, post office ....James street

LIFE ASSURANCE OFFICES.

British Commercial, agent, Josias Bray.....James street
Canada Life Assurance Company, president, H. C. Baker;
secretary, T. M. Simons .....King street
Colonial Life Assurance Company, agent, A. Logie.....King street
National Loan Fund, agent, James S. Garratt .....John street

READING ROOM of the Mercantile Library Association, over Osborne and Wyllie's store .....King street

MECHANICS' INSTITUTE .....King street

POST OFFICE .....James street

NEWSPAPER OFFICES.

"Canada Christian Advocate" .....King street
"Gazette".....John street
"Journal and Express" .....John street
"Spectator and Journal of Commerce" .....James street

EXPRESS OFFICE.

American Express Company, agent, J. Bray.....James street

BUILDING SOCIETIES.

"Hamilton," H. C. Baker, president; R. P. Street, secretary and treasurer.....King street
"Gore District," H. C. Baker, president; Josias Bray, secretary and treasurer.....King street
"Western," W. P. McLaren, president; H. C. Baker, secretary and treasurer.....King street

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GREAT WESTERN RAILROAD OFFICE.....King street

TELEGRAPH OFFICE.....King street

PROFESSIONAL MEN, &c., &c.

Aikman, T. H., barrister, &c.....King street

Barrett, R. G.....Hughson street
Bates, James, surgeon, &c.....Gore street
Brown, John, city chamberlain.....City-hall

Cahill, James, barrister.....King street
Case, Dr.....King street
Counsell, C. O., county clerk.....Main street
Craigie, William, Dr.....Hughson street

Dickenson, W., Dr.....John street
Duggan and Holden, barristers, &c.....King street
Duggan, Thomas, Dr.....Hughson street

Fraser, Douglas, barrister.....Main street
Freeman, S. B., clerk of peace.....King street
Freeman and Jones, barristers.....King street

Hatt, John O., barrister.....King street
Henwood, E, Dr.....Main street
Hogan, John S., attorney.....James street
Hunter, J., Dr.....Main street

Kerr, William, Dr.....Main street
Kirby, John, coroner.....Gore street
Kirkpatrick, James, county treasurer.....Main street

Law, Robert N., attorney.....Court-house square
Leggo, William, barrister.....Hughson street
Logie, Alexander, barrister.....King street
Long, Dr.....Main street

Macartney, William H., Dr.....James street
McKelcan, John, Dr.....Gore street

McKerlie, D., barrister.....James street
McKinstry, H., agent Commercial Bank Midland District, James street
Macdougal, Duncan, inspector of licenses.....King street
Martin and Mills, barristers, &c. .....Hughson street

O'Reilly, Miles, judge county court .....Catharine street
O'Reilly, Gerald, Dr. .....King street

Parke, Dr. .....King street
Pring, William, surveyor of customs .....Custom-house

Reid, C. D., barrister .....Hughson street
Ritchie, Edmund, postmaster .....James street
Ryckman, Samuel, high bailiff.....East-market street
Ryall, Dr. .....Main street

Springer and Crickmore, barristers.....King street
Stokoe, C. H., city clerk .....City-hall

Thomas, E. C., sheriff .....Court-house
Tiffany and Rubidge, barristers .....Hughson street

Vankoughnet and Pringle, barristers and attorneys .....Hughson street

HOTEL, INN, AND TAVERN-KEEPERS.

Acramen, Edward, St. George's Hotel.....James street
Austin, John, Farmers' Hotel..... .....King street

Beatty, Thomas.....John street

Davidson, Thomas, City Hotel .....James street

Grant, Andrew, Highland Piper Hotel .....John street

Kenney, Henry L.....King street

Lynd, George F., British American Hotel.....John street

McKay, William .....King street
McKay, John.....King street
Mullin, James, Farmers' Inn .....John street

Nixon, James, Avenue Inn.....King street

Pritchard, Joseph.....King street

Robinson, Joseph ....John street

Weeks, Hiram, Burlington Hotel .....King street

Young, John Y., Commercial Hotel .....James street

WENTWORTH AND HALTON—(*Continued.*)

MERCHANTS, &c., &c.

Addison, Alexander, cabinetmaker and upholsterer.....Galt
Aikman, Richard, merchant .....Paris
Ainslie, Adam, agent Commercial Bank .....Galt
Ainslie, James, & Co., printers—"Reformer Office".....Galt
Allchin, Samuel, pail manufacturer .....Galt
Allchin, William, cradle and rake manufacturer .....Paris
Anderson, A., miller and lumber merchant .....Waterdown
Andrews, James K., merchant .....Galt
Appelbe, James, merchant and postmaster .....Trafalgar
Appelbe, William, merchant, ...Stewarttown
Applegarth, John, lumber merchant .....Waterdown
Arnott, James, merchant, ...Oakville
Ashmore and Thuresson, manufacturers of machinery.....Ancaster
Atkinson, Robert, miller, distiller and lumber merchant...Flamborough

Babcock, George, stage proprietor.....Brantford
Bacon, S., cabinetmaker .....Brantford
Bailey, Robert, gunsmith.....Brantford
Baker, Read, rake, cradle, &c. factory .....Waterdown
Baker, William, merchant .....Ayr
Baldwin, Edwin, coachmaker .....Mount Pleasant
Balmer, John, carpenter .....Oakville
Barber, William, and brothers, cloth manufacturers and iron founders.....Georgetown
Barbour, John, cabinetmaker and upholsterer .....Galt
Barclay, T., merchant .....Georgetown
Batty, William, tinsmith .....Paris
Baxter, Thomas, merchant .....Lowville
Beattie, James, merchant .....Oakville
Beattie, James, cabinetmaker .....Brantford
Bent and Beeforth, merchants .....Wellington Square
Bishop, Thomas, saddler.....Ancaster
Boice, William, merchant .....Dundas
Bottsford, A., stationer .....Paris
Bowie, James, druggist .....Brantford
Bradley, A., livery stable keeper .....Brantford
Brethour, John, merchant ... .Brantford
Brower, E., axe maker.....Galt
Brown and Black, merchants .....Ayr
Brown, M., bookseller and auctioneer .....Brantford
Brown, George, merchant .....Milton

Brown, Charles, cabinetmaker .....Brantford
Brown, T., druggist .....Wellington Square
Buchanan, J. K., land agent .....Brantford
Bunnell, A., wheat merchant .....Brantford
Bunton, William, merchant.....Wellington Square
Byrns, David, boot and shoemaker.....Dundas

Campbell, D., merchant .....Dundas
Capron, Walter, livery stable keeper..... .....Paris
Cartan and Dee, merchants.....Brantford
Chep, James, postmaster and agent for Marriage Licenses,
and merchant .....Ancaster
Chisholm, R. K., postmaster .....Oakville
Chisholm, A. M., merchant.....Wellington Square
Choate, Thomas, lumber merchant .....Glanford
Christie, James, agent Bank British North America .....Brantford
Christie, E., merchant.....Brantford
Chrysler, John, waggonmaker.....Wellington Square
Church, Daniel, iron founder .....Paris
Clay, William, merchant and postmaster .....Norval
Cleghorn, Allan, hardware merchant.....Brantford
Clifford, Daniel, cabinetmaker.....Brantford
Clode, William, merchant .....Paris
Cockshutt, Ignatius, merchant .....Brantford
Colcleugh, Walter, merchant and postmaster.....Flamborough
Colcleugh, George, merchant and distiller .....Ayr
Colderwood, John, saddler .....Paris
Cole, Alexander, woollen manufacturer.....Flamborough
Cole, S., owner of planing machine and sash factory .....Brantford
Coleman and McIntyre, merchants and leather merchants, Dundas
Collier, Thomas, grocer .....Dundas
Collins, Robert, veterinary surgeon ....Brantford
Colmer, W., saddler.....Brantford
Comerford, John, merchant.....Brantford
Cook, Peter, merchant.... .....Galt
Cook, Abraham, merchant .....Mount Pleasant
Cook and Strobridge, merchants.....Brantford
Copp and Boice, axe makers .....Galt
Courtney and Hume, merchants.....Galt
Cowherd, Thomas, tinsmith .....Brantford
Craig, Joseph, grocer .....Brantford
Crombie, James, & Co., iron founders .....Galt
Crooker, F., grocer .....Waterdown
Crooks, James, miller, distiller, tanner, & lumber merchant Flamborough
Crooks, Mathew, conveyancer and commissioner Court of
Queen's Bench .....Ancaster
Crooks, A. and D, merchants .....Flamborough
Cross, David, tanner .....Stewarttown
Cummer & Co., millers and lumber merchants .....Waterdown

Cummins, John, lumber merchant ..... Waterdown

Dalrymple, William, cabinetmaker ..... Brantford
Dalrymple, Thomas, cabinetmaker ..... Brantford
Dalton, J., butcher ..... Brantford
Daly, J., grocer ..... Brantford
Date, H. H., merchant, hardware ..... Galt
Davidson, John, merchant P. M., and agent Gore Bank ... Galt
Davidson, James, merchant ..... Paris
Davidson, Thomas, fuller ..... Ayr
Davis, J. W., & Co., tinsmiths, &c ..... Galt
Dayfoot, P. W., tanner ..... Georgetown
Dexter, W. L., carpenter ..... Oakville
Dixon, James, merchant ..... Dundas
Donovan, John, Mrs. merchant ..... Brantford
Dresser, Jasper, tanner ..... Copetown
Dunlop, —., saddler ..... Ayr
Duthie, John, druggist ..... Ayr

Eagleston H. & A., manufacturers of machinery, &c ..... Ancaster
Eaton, W., merchant ..... Waterdown
Elliot, Andrew, & Co., merchants and distillers ..... Galt
Elliot & Thornton, druggists and booksellers ..... Dundas
Evans, Thomas, bookseller ..... Brantford
Evans, Robert, merchant ..... Port Nelson
Ewart, J. B., miller and postmaster ..... Dundas and Galt

Finlayson, Hugh, saddler ..... Paris
Fisher, John, tinsmith ..... Dundas
Fisher & Lutz, iron founders ..... Galt
Fitch, J., saddler ..... Stewarttown
Forbes, R. & D. H., paper makers ..... Galt
Ford, A. B., tinsmith ..... Brantford
Foster, Francis, merchant ..... Mount Pleasant
Foster, Lionel, & Co., last and peg manufacturers ..... Galt
Fowler, R. G., watchmaker ..... Galt
Fraser, Alexander, merchant and miller ..... Lowville
Fraser, Warnock, & Co., merchants ..... Galt
French, James, soap and candle maker ..... Paris

Gable, Jacob, tanner ..... Ancaster
Gage, A., lumber merchant ..... Cumminsville
Galloway, Thomas, miller ..... Cumminsville
Gartshore & Co., iron and brass founders ..... Dundas
Geddes, James, auctioneer ..... Galt
Giles and Laycock, flooring and sash manufacturers ..... Paris
Glassco, Thomas, hatter and furrier ..... Brantford
Gleeson, Lyman, potter, potash and bath brick maker ..... Paris
Good, Allan, secretary Gore District Mutual Fire Insurance Company ..... Brantford

Gooderham, William, merchant, miller, and tanner .....Norval
Goold, Bennett, & Co., iron founders .....Brantford
Graham, Henry, grocer .....Dundas
Graham, H. F., tanner.....Waterdown
Grant, Alexander, merchant .....Stewarttown
Griffin, Marks & Co., hardware merchants .....Waterdown
Griffin, J. K., agent London National Loan Fund Life Assurance Company and Equitable .....Waterdown
Gurnet, L. A., merchant.....Ancaster

Haight, E., woollen manufacturer .....Mount Pleasant
Hall, Henry, merchant and postmaster .....Hall's Corners, Binbrook
Hall, John, distiller .....Jedburgh
Hamell, John, and Jacob, sculptors .....Brantford
Hawkins, F., owner of planing machine and patent sash factory .....Dundas
Hawthorn, and Stewart, carriagemakers.....Palermo
Haynes and Mason, tanners .....Cumminsville
Hearle, John J., clerk of division court.....Galt
Heaton, John, grocer .....Brantford
Heeney, Thomas, carriagemaker .....Brantford
Helliwell, C. L., paper maker.....Flamborough
Helliwell, C. L., & Co., booksellers and stationers .....Brantford
Higginbotham, A., druggist.....Brantford
Hill and Cairns, iron founders .....Paris
Hill, William, merchant.....Milton
Hill, Charles, lumber merchant .....Peru
Hoffman, John, soap and candle manufacturer.....Dundas
Holgate, John, merchant.....Acton
Holt, Robert, miller and brewer, (Wentworth Mills) .....Dundas
Holt, John, carder and fuller .....Acton
Hopkins, R. N., merchant .....Waterdown
Howell, G., merchant .....Brantford
Hunter, John, merchant .....Ashgrove
Hutchinson, James, merchant.....Ayr

Ironside, James, last manufacturer.....Dundas
Irvin, John, merchant .....Paris

Jackson and Calwell, merchants.....Ayr
Jaffray, P., & Sons, printers—"Reporter Office".....Galt
James, Joseph, livery stable keeper .....Brantford
Johnstone, William, proprieter of "Herald".....Brantford
Jones, W. S., merchant .....Mount Pleasant
Jones and Harris, printers—"Warder Office" .....Dundas
Jones, printer—"Star Office".....Paris
Jones, Nevens, chair, cabinet and fanning mill maker .....Stewarttown

Kay, James, carriagemaker .....Galt
Kennedy, George, iron founder and miller.....Georgetown

Kerby, John, miller and distiller ..... Brantford
Kerby and Griffin, merchants ..... Brantford
Kilgour, Joseph, merchant ..... Ayr
Kirkland, A., merchant ..... Brantford

Lawrence, Jacob, iron founder ..... Palermo
Laycock, James, coachmaker ..... Paris
Lazier, B. F., merchant ..... Dundas
Leach, R.. & Co., iron founders ..... Oakville
Leavens, E., saddle and harness maker ..... Georgetown
Leavitt, George, & Co., axe manufacturers ..... Dundas
Lee, James, merchant ..... Acton
Lee, George, watchmaker ..... Galt
Lemon, Henry, proprietor of "Courier" ..... Brantford
Lesslie, John, druggist and bookseller ..... Dundas
Levins, Leander, saddler ..... Paris
Lewis, Lewis, cabinet maker ..... Dundas
Lilly, William, chair and bedstead manufacturer ..... Waterdown
Lister, S. R., merchant ..... Centreville
Lodor, William, merchant ..... Ancaster
Logan, P., merchant and plaster merchant ..... Paris
Long, William, saddler ..... Brantford
Lottridge, Robt., merchant, P. M., and woollen manufacturer Waterdown
Lyons, William, grocer ..... Brantford

McAlister, —., merchant ..... Oakville
Macartney, George, miller and postmaster ..... Paris
McCay, A., merchant ..... Hannahsville
McCrum, H., agent Toronto Mutual Fire Insurance Company, and Canada Life do. ..... Galt
McDonald, John, merchant ..... Ancaster
McDonald, George, merchant ..... Ayr
McEwen, Archibald, merchant ..... Mount Pleasant
McKay, R., tanner ..... Dundas
McKay, D., saddler and tanner ..... Brantford
McKenzie, T. H., merchant ..... Dundas
McKenzie, John, merchant ..... Dundas
McKindsey, G. C., merchant and postmaster ..... Hornby
McLean, John, builder and brickmaker ..... Oakville
McLean, J., agent Equitable Fire Insurance Company ... Galt
McMichael, James, saddler ..... Brantford
McNaughton, John, miller ..... Jedburgh
McVenn, John, saddler ..... Galt
Mair, J. T., grocer ..... Brantford
Malcolm, Andrew, chair manufacturer ..... Galt
Manley, Daniel, miller ..... Ayr
Mathews, William, auctioneer ..... Brantford
Mellish and Russell, builders ..... Brantford
Millar, John, merchant ..... Paris

Miller, John, merchant .....Hannahsville
Miller, S., druggist .....Galt
Mitchell, Alexander, merchant .....Galt
Mitchell, David, miller.....Ayr
Mitchell and Johnson, carriagemakers .....Paris
Mitchell, James, thrashing machine and fanning mill maker Paris
Montgomery, William, woollen manufacturer .....Cumminsville
Montgomery and McVicar, tanners .....Paris
Moore, John, & Co., tin and coppersmiths .....Oakville
Moore and Chapman, merchants .....Wellington Square
Moore, Patrick, shoemaker .....Wellington Square
Moore, Hugh, merchant .....Dundas
Moore, John H., merchant .....Brantford
Moore, Robert, merchant .....Paris
Morris, Thomas, waggonmaker .....Flamborough West
Morton & Co., stone ware manufacturers .....Brantford
Mouat, Alexander, H., merchant .....Galt
Muirhead, William, agent Montreal Bank.....Brantford
Murray, Alexander, merchant and tailor .....Palermo

Nicklin, John, miller and lumber merchant .....Acton
Nimmo, James, agent Gore Bank .....Paris

Oliver, Andrew, druggist.....Galt
Overfield, Samuel, merchant .....Dundas

Panton and Baker, merchants.....Cumminsville
Passmore, William, saddler.....Dundas
Paterson, John, woollen manufacturer .....Dundas
Patten, William, merchant .....Paris
Patten and Currie, distillers .....Paris
Patten, Andrew, miller .....Centreville
Patterson, Robert, fanning mill and strawcutter maker ...Dundas
Penton, John A., conveyancer, &c .....Paris
Pierson, John, tanner .....Galt
Powell and Moore, merchants and lumber merchants .....Woodburn, Binbrook
Pruyn and Clark, grocers .....Brantford

Quarry, William, saddler.....Galt
Quarry, John, saddler .....Dundas
Quin, P., merchant .....Oakville

Rackham, John, carriagemaker .....Brantford
Ramore, D., tinsmith .....Galt
Ratterie, D. M., merchant .....Ayr
Recht, Joseph, watchmaker.....Brantford
Reid, James, merchant.....Oakville
Reid, Alfred, leather merchant .....Brantford
Reynold, Charles, merchant .....Oakville
Rich, Thomas, agent Gore District Mutual Fire Insurance Company .....Galt

Robinson, John, livery stable keeper .....Brantford
Robinson, William, carriagemaker .....Galt
Robinson, Thomas, grocer .....Brampton
Roe, William, merchant and auctioneer.....Ashgrove
Romain, W. F., merchant .....Oakville
Rousseaux, George, B., merchant .....Ancaster
Roy, E., merchant .....Brantford
Russell, James, miller and woollen manufacturer.....Ancaster

Sanderson, Robert, iron founder.....Flamborough
Scott, George H., druggist .....Paris
Senior, Richard, merchant .....Ayr
Simpson, F., grocer .....Brantford
Smith, Sidney, soap and candle maker .....Galt
Smith, John, brickmaker .....Paris
Smith, George, gunsmith.....Brantford
Sours, Isaac, woollen manufacturer.....Galt
Sawden, Samuel, druggist .....Paris
Spence, Robert, commission merchant, and agent Canada Life Assurance Company.....Dundas
Spencer, Joseph, miller and papermaker, "Gore Mills"...Dundas
Spencer, William, brewer.....Brantford
Spencer, Hugh and Thomas, brewers.....Brantford
Spottiswoode, Alexander, merchant .....Paris
Spottiswoode and Young, plaster merchants.....Paris
Sproule, Robert, merchant .....Brantford
Steele, John,, merchant, miller and distiller .....Brantford
Stevenson and Sutherland, merchants .....Galt
Stewart, Peter S., merchant .....Brantford
Stratford, W. H., druggist .....Brantford
Strobridge and Botham, merchants.....Brantford
Sumpter, John, merchant.....Georgetown
Suter, Robert, Insurance agent, accountant and conveyancer Dundas
Swan, Robert, merchant .....Acton
Swanson & Co., grocers .....Dundas
Switzer, H. M., merchant and postmaster .....Palermo

Taylor, —., Lumber merchant .....Cumminsville
Teetzel, M., merchant, post master, miller and lumber merchant .....Milton
Thompson, Robert, lumber merchant .....Cumminsville
Thompson, Joseph, watchmaker.....Brantford
Totten, Daniel, woollen manufacturer .....Paris
Townsend, A., coachmaker .....Mount Pleasant
Tracy, Richard, merchant, postmaster, agent for Marriage Licenses, and Com. Court of Queen's Bench ..... Stewarttown
Tupper, John, carriagemaker .....Brampton
Turnbull, Alexander, hardware merchant.....Dundas
Turner, John, builder .....Brantford

Turney, John, corn broom manufacturer .....Dundas

Urquhart, John, chemist and druggist .....Oakville

Vanbrocklin, Peter C., iron founder .....Brantford
Vassie, John, grocer.....Dundas
Veitch, George, merchant .....Ayr

Wade, Henry, merchant .....Brantford
Wagstaff, John, hardware merchant .....Dundas
Wallace, James, grocer .....Brantford
Wallace, James, tanner.....Brantford
Wallace, Robert, merchant and distiller.....Galt
Watkins, G. H., merchant .....Hornby
Watson, John, iron founder.....Ayr
Watts, Charles, miller and distiller.....Brantford
Webster, H. B., tanner.....Georgetown
Wells, O. W., shoe peg manufacturer.....Dundas
Whitham, William, painter .....Brantford
Whitham, mathew, confectioner .....Brantford
Whitlaw, Charles, miller .....Paris
Wilkes, George, wheat merchant .....Brantford
Wilkes, John A., miller .....Brantford
Wilkins, Henry, livery stable keeper .....Brantford
Will, W., lumber merchant .....Cumminsville
Williams, Jacob, woollen manufacturer .....Williamsburg
Williams, Charles, miller and lumber merchant .....Williamsburg
Williams, J. W., merchant .....Oakville
Willie, William, merchant .....Williamsburg
Wilson, H., lumber merchant .....Centreville
Witherspoon, H., grocer .....Dundas
Woodyatt, James, tailor .....Brantford
Woolverton, Asa, lumber merchant .....Paris
Wylie, James, woollen manufacturer .....Galt
Wylie, R., merchant.....Ayr

Yardington, Henry, livery stable keeper .....Brantford
Young, James, miller .....Stewarttown
Young, James, merchant.....Georgetown
Young, J., and Brother, merchants.....Stewarttown

PROFESSIONAL MEN, &c., &c.

Ainslie, Adam, barrister and attorney .....Galt

Beardsley, B. C., barrister, &c.....Oakville
Bell, William, Dr .....Ayr
Billings, William, Dr .....Waterdown
Bowie, James, Dr.....Brantford
Brooke, Daniel, attorney .....Brantford

Burwell, Lewis, surveyor, &c .....Brantford

Cameron, John, secretary Grand River Navigation Company .....Brantford
Cameron and Rubidge, attorneys .....Brantford
Chisolm, R. K., collector of customs.....Oakville
Clement, J. D., postmaster.....Brantford
Cook, Alexander, Dr .....Mount Pleasant
Cook, S. R, Dr.....Paris

Dalton, W. H., Dr .....Ancaster
Davis, W., dentist .....Dundas
Digby, Alfred, Dr.....Brantford

Gilkison, A., barrister, &c .....Brantford
Gun, W. G., Dr .....Oakville

Hamilton, James, Dr .....Dundas
Hardy, Henry A., attorney .....Brantford
Hart, John, attorney .....Brantford
Henwood, Reginald, Dr .....Brantford
Herod, George, Dr .....Georgetown
Hunter, Robert, Dr .....Dundas

Irving, Emilius, barrister, &c .....Galt

Lawrence, John, Dr.....Galt
Laycock, —., Dr. .....Paris

McCosh, Robert, Dr. .....Paris
McCulloch, Robert, Dr. .....Georgetown
McGeorge, Charles, Dr. .....Ayr
McKeand, Donald, apothecary and dentist .....Galt
McLean, J., barrister, &c. .....Galt
McMahon, James, Dr.....Ayr
Marter, Peter, Dr. .....Brantford
Mason, John C., Dr. .....Brantford
Miller and Robertson, barristers, &c .....Dundas
Miller, John, barrister and attorney .....Galt
Milne, A. S., barrister, &c. .....Ancaster
Mitchell, James, Dr.....Dundas
Murray, J., Dr.....Waterdown

Notman, William, barrister.....Dundas

Page, D., surgeon.....Flamborough West
Pollock, James, land surveyor.....Galt

Quick, Addenbrooke, Dr.....Dundas

Racey, Thomas, registrar, (county of Halton).....Dundas
Richardson, Samuel, Dr. .....Galt
Robinson, Charles, barrister, &c.....Brantford

Seagram, Thomas, Dr.....Galt
Skinner, John, Dr.....Brantford
Spence, Robert, warden of counties .....Dundas

VanNorman, —., Dr. .....Bronte

Watt, John, Dr. .....Paris
Weeks, —., Dr.....Wellington Square
Wraith, J. W., Dr. .....Dundas

NEWSPAPERS PUBLISHED IN THE COUNTIES, EXCLUSIVE OF HAMILTON.

" Brantford Herald," .....William Johnstone
" Brantford Courier,".....Henry Lemon
" Dundas Warder," .....Jones and Harris
" Galt Reporter,".....P. Jaffray and Sons
" Galt Reformer,".....James Ainslie & Co.
" Paris Star," .....—., Jones

HOTEL, INN, AND TAVERN-KEEPERS.

Belyea, Jesse .....Oakville
Bentley, Abraham .....Trafalgar
Bradford, O. D., ...Paris
Bruce, F., ...Wellington Square

Chapman, John .....Flamborough
Collins, B., " North American".....Dundas
Colwell, Thomas .....Ayr
Corbet, George.....Flamborough

Davis, Charles, " Temperance House".....Oakville
Dolman, William .....Ayr

Gilliland, Thomas.....Wellington Square
Green, P., ...Paris

Hale, J., " Stage Office".....Brantford
Huntley, John .....Paris

Kennedy, J., " Merchants Exchange " .....Dundas

Lowell, F.,.....Galt

Macdonnell, William, " Elgin House " .....Dundas
McMillan, Thomas .....Galt
McMillan, James .....Galt
McRae, John .....Galt

Nesbit, B.,.....Hannahsville

Riley, P., ...Dundas
Roy, Mrs.,.....Ancaster

Tripp, Job..... .....Brantford

Weaver, M., "Red Lion" .....Dundas
Williams, John.....Oakville

Yardington, H.,.....Brantford

COUNTY OF YORK.

CITY OF TORONTO.

MERCHANTS, &c., &c.

Aaron, Isaac, auctioneer and commission merchant.....Yonge street
Acheson, James, of Watson & Co., tanner .....Bay shore
Adams, Mrs., milliner and dressmaker .....City Buildings, King street
Adams, John, ship carpenter .....Sayer street
Adams, Robert, pattern maker .....18, Elizabeth street
Adams, William, baker .....21, Richmond street
Agnew, Henry, engineer .....5, Queen street
Agnew, James, carpenter.....17, Stanley street
Alderdice, Samuel, engineer .....John street
Alexander, A., carpenter.....William street
Alexander, Andrew, grocer.....1, Adelaide street, east
Alexander, William, carpenter .....29, Richmond street, west
Allanson, John, wood engraver, and agent for periodicals, Yonge street
Allen, G. L., chief constable .....Terauley street
Allen, Samuel, carpenter.....Terauley street
Anderson, E., mason.....32, Richmond street, east
Anderson, George, mason .....109, Richmond street, west
Anderson, R. G., teller, Bank U. C. .....10, Ontario street
Anderson, T. W., watchmaker .....112, Yonge street
Anderson, William, carpenter.....Edward street
Angus, James, carpenter.....Queen street
Anscombe, James, coach-trimmer .....Park lane
Argue, Miss, milliner .....35, Adelaide street, east
Armour, A. H., & Co., booksellers and stationers .....14, King street
Armstrong, Alexander, joiner .....Richmond street

Armstrong, B. B., axe finisher.....73, Adelaide street, west
Armstrong, J. R., & Co., stove manufacturers, City Foundry,
116, Yonge street, and St. James' Buildings..... ...King street
Armstrong, James, junior, warden fire brigade.....Duke street
Armstrong, Jason, boiler-maker.....Shuter street
Armstrong, Philip, butcher..... ....Yonge street
Armstrong, William, carpenter .....200, Queen street, west
Asdel, William, moulder .....5, Terauley street
Ash, James, blacksmith .....95, Queen street, west
Ashfield, James, gunmaker.....21, King street, west
Ashfield, William, gunmaker .....21, Queen street, west
Ashton, John, painter and glazier .....100, Queen street, west
Atkinson, John, shoemaker.....Yonge street
Atkinson, John, carpenter .....John street
Atkinson, Thomas, stationer .....5, King street, east
Atkinson, William, saddler .....12, City Buildings, King st
Atkinson, William, shoemaker .....Yonge street
Austin, James, of Foy & Austin.....75, Duke street
Austin, John, blacksmith.....George street
Avary, George, ship carpenter.....70, James street

Bagley, George, confectioner .....112, King street
Bailey, Joseph, shoemaker .....King street, east
Bailey, William, hairdresser .....45, King street, east
Baines and Thompson, West Toronto Brewery .....King street, west
Baker, Charles, baker .....85, Duke street
Baker, Charles, merchant tailor .....37, King street, west
Baker, Charles, stonemason .....Agnes street
Baker, Job, gunsmith .....83, King street, west
Baker, William, livery stable keeper .....Toronto street
Baldry, John, brushmaker and fruiterer.....38, King street, west
Baldry, William, mason .....31, Adelaide street, west
Balfour, John, bookseller, stationer, printer, &c. .....King street, east
Balfour, George, tailor.....59, Yonge street
Ballantyne, Robert, carpenter.....Yonge street
Bank of Upper Canada.....17, Duke street
Bank of British North America, corner of..... .....Wellington and George sts
Bank, Commercial .....Wellington street
Bank of Montreal, corner of .....Yonge and Front streets
Bank, City of Montreal .....Church street
Bank, Savings' .....Duke street
Bannerman, John, confectioner .....54, Stanley street
Bansley, Charles, hairdresser .....24, King street, west
Barber, Joseph, ropemaker ....21, Queen street, west
Barnfather, David, tailor .....52, Queen street, west
Barrett, Joseph, miller.....Sumach street
Barry, Thomas, currier.....Ontario street
Bartlett, Richard, carpenter.....Terauley street
Bartow, R. H., watchmaker.....Yonge street

Bastedo, Jacob, hatter and furrier .....9, King street, east
Bates, E., painter .....Edward street
Bates, Joseph, tailor.....8, Stanley street
Batt, John, brickmaker .....Spadina avenue
Batkin, John, carpenter .....Adelaide street, west
Baxter, James, bricklayer.....Spadina avenue
Baxter, John, mason .....Spadina avenue
Baynes, N., carpenter .....83, York street
Beamish, Francis, tallow chandler .....Queen street
Beamish, Thomas, tallow chandler.....Queen street
Beaty, James, hide and leather dealer .....120, King street, east
Beckett, Edward, engineer .....Simcoe street
Beckett, Joseph, & Co., chemists and druggists .....12, King street, west
Beekman, Robert, auctioneer and commission merchant ...43, Yonge street
Bell, Alexander, tailor .....Alice street
Bell, James, carpenter .....Adelaide street
Bell, Richard, builder .....Elm street
Bell, John, bricklayer .....McGill street
Bell, William, carpenter .....286, Yonge street
Bell, William, watch and clockmaker.....121, Yonge street
Belling, John, watchmaker .....33, Yonge street
Bender, P., cabinetmaker.....78, Queen street, west
Bennett, H., shoemaker .....38, Nelson street
Bennett, James, blacksmith.....Richmond street
Bennett, John, carpenter.....Kingston road
Berms, Philip, blacksmith .....Devenport road
Benoit, John, carpenter .....123, King street, west
Bentley, John, druggist and stationer .....65, Yonge street
Bergin, James, butcher .....St. Lawrence Market
Berkinshaw, Thomas, grocer and provision dealer.....4, east side, market square
Berryman, John, butcher.....Queen street, east
Bescoby, Edward, lime works.....King street, east
Best, Thomas, plasterer .....Centre street
Beswick, James, grocer .....66, King street, east
Bethune, Donald, & Co., steamboat proprietors, "Royal Mail Packet Office".....Front street
Betley and Kay, importers of dry goods .....King street, corner of Yonge
Bettridge, John C., druggist and grocer, corner of .....Yonge and Richmond streets
Bettridge, Charles B., ginger beer maker .....40, Queen street, west
Beaven, George, timber dealer.....Palace street
Bevan, J. W., cooper .....Yonge street
Bilton, George, woollen draper .....105, Yonge street
Bilton, Thomas, merchant tailor.....43, King street, east
Bishop, John, butcher .....Kingston road
Bishop, Paul, blacksmith .....Boulton street
Bishop, Richard, bricklayer .....53, George street
Blogg, John S., bootmaker .....10, King street west,
Blue, Angus, Ontario brewery.....Front street
Boice, Abraham, carpenter .....46, Queen street

Bond, John, livery stable keeper.....Sheppard street
Bond, Thomas, builder.....Wellington place
Bowes and Hall, wholesale dry goods importers .....Yonge street
Brett, R. H., general merchant, wholesale .....161, King street
Brewer, McPhail & Co., wholesale and retail stationers, printers, bookbinders, &c... .....46, King street, east
Bright, James, blacksmith .....Kingston road
Bright, William, butcher .....Queen street, west
Briscoe, William, blacksmith and waggonmaker .. ..93, Queen street, west
Broughton, Edward, engineer .....Louisa street
Brown, A. V., wholesale grocer .....Yonge street
Brown, Peter, builder, ...164, Yonge street
Brown, Peter, junior, builder .....Shuter street
Brown and Childs, boot and shoe store .....88, King street, east
Brown, James, wharfinger and forwarder .....Front street
Browne, J. O., civil engineer .....99, York street
Brunskill, Thomas, wholesale merchant.....Church street
Bryce, McMurrich & Co., wholesale dry goods merchants, Yonge street
Bugg, John, builder .....Albert street
Building Society, "City of Toronto," W. C. Ross, secretary—office, B. B. N. A. Buildings.....Wellington street
Building Society, "Farmers' and Mechanics'," W. B. Crewe, secretary—office .....92, King street, east
Building Society, "Upper Canada," E. Shortis, secretary—office corner of .....Wellington and Jordan sts.
Building Society, "Home District," R. C. McMullen, secretary—office .....Church street
Building Society, "Peoples'," C. Stotesbury, secretary—office, Liddell's Buildings.....Church street
Building Society, "Church of England and Metropolitan," G. A Barber, secretary,—office, Albany Chambers...King street
Building Society, "County of York," W. S. Burn, secretary—office .....Colborne street
Building Society, "Ontario," N. Gatchell, secretary—office Church street
Burgess and Leishman, clothing and dry goods store .....65, King street
Burn, Mrs. and the Misses, German fancy work establishment .....45, King street, west
Burn, William S., accountant, &c. ....45, King street, west
Buttery, Thomas, veterinary surgeon, opposite St. Lawrence Hall .....King street
Buttery, Sabine and Huggins, importers, wholesale and retail dealers in groceries, provisions, &c. &c., opposite St. Lawrence Hall.....King street

Campbell, Donald, saddler, opposite St. Lawrence Hall ...King street
Caldwell, Henry, merchant tailor .....23, King street, east
Canada Company's Office .....Frederick street
Canada Gazette Office.....64, King street, west

Canada Life Assurance Company, E. Bradburne, agent, Albany Chambers.....King street
Capreol, F. C, manager of the Toronto, Simcoe and Huron Railroad Company—office .....6, Colborne street
Carmichael, J., wholesale and retail dry goods and millinery .....68, King street, east
Caroline street Brewery .....Caroline street
Carr, John, painter .....Queen street, west
Carr, Samuel, glue manufacturer .....Church street
Carter, Richard, carpenter .....Richmond street, west
Carter and Thomas, over Maclear's stationery store .....Yonge street
Cary and Brown, grocers.....117, King street, east
Casper, Samuel, boarding house.....Adelaide street, west
Cassels, W. G., manager Bank of B. N. A., corner of.....Wellington and Yonge sts.
Charlesworth, John, dry goods merchant, Woodstock, C. W., and.....60, King street, east
Cheney, George H., & Co., manufacturers of stoves and tinware, 5, St. James' Buildings.....King street, east
Chettle, Thomas, commission agent.....36, Front street
Chidley, H., clothing store, 4, City Buildings.....King street, east
Chilver, Joseph, blacksmith.....49, Richmond street, west
Christie, Alex, hardware merchant.....25, King street, east
Clarke, George, builder .....53, Adelaide street
Clarke, Joseph, brewer.....64, Richmond street, west
Clarkson, Thomas, commission merchant.....Front street
Cleal, Daniel, baker, &c., &c., &c.....George street
Cleland, James, printer.....Yonge street
Clinkinbroomer, Charles, watchmaker.....75, Richmond street, east
Coate, Philip and Richard, soap and candle factory.....221, King street, east
Cochrane, James, sculptor.....Queen street, east
Codd, Miss, Exchange Office.....12, Nelson street
Coleman and Manning, steam saw mills .....Front street
Collins, J. C., importer of staple and fancy dry goods ...35, King street, east
Cook, William, confectioner.....52, King street, west
Cook, Robert, confectioner.....52, Yonge street
Cooper, Edward, millinery and dry goods .....84, King street, east
Copeland, William, & Co., east Toronto Brewery.....King street, east
Cornish, John, ladies and gentlemen's boot and shoe maker, wholesale and retail .....12, King street, east
Cosgrove, B., Boston book store, 10, Wellington Buildings, King street, east
Cotton, James, Government contractor.....51, Church street
Craig, John, painter and glass stainer .....76, King street, west
Craig, Mathew, builder, near Ontario Brewery.....Bay shore
Craig, Thomas, builder, near Rees' wharf.....Bay shore
Craig, Miss, dressmaker .....94, King street, west
Crapper, James, plumber and gas fitter.....58, King street, west
Creelman, William, & Co., commission agents.....Church street
Creighton, William, dry goods merchant .....22, King street, east
Creighton, S., turner .....18, Richmond street, west

Crew, W. B., auctioneer and land agent, City Buildings...King street
Crocker, W., commercial steam mills.....Palace street
Cuff, W. H., provision dealer .....East Market Square
Cull, J. A., starch manufacturer.....Palace street
Cullen, Mrs., boarding house .....Bond street
Cummings, Mrs., milliner and dressmaker.....192, Yonge street
Cummins and Wells, plumbers and gas fitters.....93, King street, west
Curran, James, tea dealer, &c.....York street
Curtain, J., & Co., dry goods merchants, 1, St. James' Buildings .....King street, east
Cuthbert, Richard, bookbinder .....65, Richmond street, east
Cuthbertson, John, soap and candle maker .....74, Victoria street

Dack, E., bootmaker.....60, King street, west
Dack, Mrs., French staymaker .....56, King street, west
Dallas, Angus, wooden ware dealer.....22, King street, west
Darling, Brothers, importers of hardware, &c. .....Church street
Davis, R., & Co., importers of teas, groceries, wines, &c...44, King street, west
Davis, Thomas, brewer, near Don river.....King street, east
De Grassi, Alfio, agent .....Church street
Desbarats and Derbishire, printers.....King street
Derbishire, S., Queen's printer .....64, King street, west
Dixon, Alexander, saddlers' ironmongery and general hardware, 7, Wellington Buildings.....King street, east
Doel, W. H., druggist and apothecary.....5, King street, east
Donlevy, Chas., proprietor "Mirror" newspaper, corner of Nelson and King streets
Douglas, E. D., leather merchant .....126, King street, east
Dow, William H., dry goods merchant, corner of.....Yonge and King streets.
Drew, G. W., ivory turner .....282, Yonge street
Drouillard, F., cigar maker .....65, Yonge street
Drummond, John, cabinetmaker.....Yonge street
Dunlop, Mrs. Elizabeth, confectioner, Victoria Buildings ...58, King street, east
Dunn, Jonathan, butcher.....Queen street, west

Earl, T., baker .....Queen street, west
Eastwood, John, paper maker.....Yonge street
Eastwood, John, clothier, 3, St. James' Buildings.....King street, east
Edwards, W. and R., saddlers.....89, Yonge street
Ellis, J. W., watchmaker and jeweller .....4, King street, east
Ellis, J. & Co., bank note, map and seal engravers.....8, King street, west
Emery, Robert, wheelwright .....47, Queen street, west
Esmonde, John, tinsmith.....Church street
Evans and Hamilton, general outfitting warehouse, 5, City Buildings .....King street, east
Evans, John J., grocer, &c. &c .....122, Yonge street
Ewart, George, & Co., importers of groceries, brandies, wines, &c. &c., east corner of St. Lawrence Buildings, King street
Ewart, John, junr., & Co., wholesale dry goods merchants, Front street

Falls, Mrs., boarding house.....55, King street, west

Farr, John, brewer .....Queen street, west
Farraghar, Thomas, watchmaker .....Colborne street
Feehan, D. K., agent for Montreal Type Foundry ... .22, Front street
Fellowes, W. H., land agent .....18, Wellington street
Fitzgerald, Miss, boarding house, corner of .....Adelaide and York streets
Fleming, James, gardener and seedsman .....Yonge street
Forbes, Miss, dressmaker .....Church, near Gerard street
Foster, James, boot and shoe maker, 4, City Buildings ...King street, east
Fowler, Henry, importer of staple and fancy dry goods, &c. 41, Yonge street
Fowler, Dr., surgeon dentist .....Bay street
Francis, James, timber dealer.....King street, east
Freeland, P., chandler and soap boiler, Front, foot of.....Yonge street
French, Richard, chairmaker .....54, King street, east
Fuller, T. J., English, French, American, and German fancy goods store.....48, King street, east

Gardner, Robert, finding store.....106, Yonge street
Geddes, Forbes, stock and produce broker .....West Market square
Gilbert, Elisha B., cabinetmaker.....Bay street
Gilbert, Joseph, cabinetmaker.....Yonge street
Gilmor and Coulson, wholesale importers, corner of .....Wellington and Yonge st.
Good, James, iron founder .....134, Yonge street
Gooderham and Worts, steam mills .....Trinity street
Gordon, William, seedsman, florist, &c..... .....34, Yonge street
Gorham, Walter, exchange office, Liddle's Buildings .....Front street
Gorrie, William, wharfinger, forwarder and general agent, Yonge street wharf
Graham, William, grocery and provision store .. ..54, Yonge street
Grant, John, wheelwright .....170, Queen street, west
Grantham, John, livery stable keeper.....Wellington street
Gray, John, butcher.....Charles street
Green, Charles, druggist, &c.....80, King street
Green, John, gunsmith.....5, Martime street
Green, Samuel, gunmaker.....46, Yonge street
Griffith, John C., & Co., grocers.....156, Yonge street
Griffith, Thomas, boot and shoemaker .....119, King street, east
Griffiths and Penny, British saddlery warehouse .....66, King street, east

Haas, Mrs. M., Berlin wool shop, ...18, King street, west
Haas and Paaf, grocery and provision store .....102, Yonge street
Haigh, William, tinsmith.....Yonge street
Halford, Mrs., boarding house.....97, Richmond street, west
Hall, Jas., dry goods merchant, wholesale and retail, King street, corner of.....Church street
Hamburger, B, importer of cigars and tobacco, fancy goods, 30½, King street, east
Hamilton, Alexander, painter, paper hanger, &c.....Church street
Hamilton, James, brickmaker, near Don river .....King street, east
Hamilton, Patrick John, & Co., produce agents, brokers, and commission merchants, City Buildings .....King street, east
Hamilton, Sidney, captain and owner of the "Rose of Toronto" .....Duke street

Hamilton, Mrs., boarding house, north side .....Temperance street
Hanna, William, waggonmaker .....Shuter street
Hannath, Charles, brewer .....Yonge street
Hardy, William, watchmaker .....18, King street, west
Harper, John, master builder .....Adelaide street
Harrington, John, hardware merchant .....51, King street
Harris, Thomas D., general hardware merchant, St. James' Buildings .....King street
Harris, William, china, glass and earthenware store.....65, King street, west
Hastings, Richard, fancy and staple dry goods store, 3, City Buildings .....King street, east
Haworth, T., importer of British and American hardware, 44, King street, east
Hayes, Brothers, grocers and hardware merchants, 6 and 7, St. James' Buildings.....King street, east
Henderson, Alexander, dry goods merchant.....128, Yonge street
Henderson, David, blacksmith.....Adelaide street
Henderson, John, importer of fancy and staple dry goods, 20, King street, east
Henderson, William, & Co., general grocers, corner of East Market square .....114, King street, east
Henderson, Mrs., boarding house, corner of .....Queen and Simcoe streets
Heward, F. H., commission merchant, west wing, Market Buildings .....Front street
Heward, John, broker, west wing, Market Buildings .....Front street
Hill, Joseph, builder.....45, Adelaide street
Hill, Mrs. Charles, teacher of dancing, residence.....Duke, near Nelson street
Hodgson, Joseph, tinsmith .....124, Yonge street
Holland, George B., steamboat agent.....Front street
Howard, J. G., architect, &c .....82, King street, west
Hughes & Co., importers of clothing and dry goods, 60 and 61, Wellington Buildings .....King street, east
Hughes, Mrs., boarding house.....Richmond, corner of Bay st
Humphreys, George, grocer and provision dealer, west side of Market square .....Front street
Hunter, James, custom-house broker .....Sherbourne street
Hurley, D., grocery and provision store.....58, Queen street, west
Hutchison, Black & Co., commission merchants .....Church street

Iredale, William, plumber, &c. .....170, Yonge street
Izzard, James, patent leather maker .....208, Queen street, west

Jackson, Henry, manufacturer of jewellery and silver ware, 36, King street, east
Jacques and Hay, cabinet and furniture warehouse, corner Bay and King streets
Jamieson, W. M., importer of British and Foreign dry goods, &c. &c., 76, City Buildings .....King street
Jarvis, George M., commission merchant, Liddle's Buildings.....Church street
Jones, J. B., surgeon dentist .....30, Bay street
Joseph, J. G., optician, watchmaker and jeweller.....56, King street, east

Kahn, Charles, surgeon dentist .....46, King street, west
Kane, Michael, spirit store.....51, Yonge street

Kay, John, brassfounder .....18, Queen street, west
Kennedy, James, waggonmaker .....216, Queen street, west
King, Mrs., boarding house.....Bay, corner of Alfred street
Kingsmill, George, boarding house.....135, King street, west
Kissock, William, notary public, land, fire and life assurance agent, conveyancer, &c. &c., Post office Buildings, Wellington street
Kneeshaw, Richard, druggist, &c., (late Lyman, Kneeshaw & Co.) .....Carleton street

Lailey, Thomas, clothing store.....116, King street
Langley, William, boot and shoemaker .....Queen street
Lawson, E., grocer, confectioner and baker ....91, Yonge street
Lawson, Thomas, clothier, &c. &c.....11, King street, east
Leak, John, grocer, &c.....112, Yonge street
Leask, James, importer and dealer in British and Foreign dry goods and groceries, corner of .....Yonge and Queen streets.
Leonard, Noel R., painter and glazier.....123, Yonge street.
Lepper, Arthur, dry goods merchant, opposite St. Lawrence Hall .....King street, east
Leslie, George, & Co, Toronto nursery .....Kingston road
Leslie, James, proprietor of "Examiner;" stationer and druggist .....27, King street, east
Lewis, Rice, general hardware merchant, 1, Wellington Buildings .....King street, east
Liddle, James, provision merchant, New Market Buildings Front street
Logan, John, gardener and florist .....Yonge street
Love, Neil C., druggist .....85, Yonge street
Lovell & Gibson, printers to Legislative Assembly . .....Front street
Lowe, Turner & Co, manufacturers of steam engines, boilers, &c. &c., adjoining Tinning's wharf .....Front street
Lumley, Maurice, wholesale manufacturer of clothing.....119, King street, east
Lumsden, Mrs. M., grocery and provision store .....King street, east
Lyman, Brothers, & Co., chemists and druggists, St. Lawrence Buildings .....King street, east
Lynn, S. G., merchant.....King street, east
Lysaght, John, boot and shoemaker .....37, King street, east

Mabley and Sons, clothiers .....Yonge street
Macdonnell, W. J., & Co., forwarders, &c.....22, Front street
Macfarlane, Walter, importer of British and Foreign goods Victoria House, 1, City Buildings .....King street, east
Macfie, William, dry goods merchant, 2, City Buildings ...King street, east
Maclear, Thomas, bookseller, stationer and publisher, agent for Blackie and Sons, Glasgow.....45, Yonge street
Macpherson, Alex., grocery and provision store, corner of...Church and Front streets
Malcolm, Alexander, grocer and provision dealer.....76, Yonge street
Maitland, David, bread and biscuit baker, wholesale and retail, foot of .....Yonge street
Maitland, Robert, wharfinger, bonding warehouse, City wharf .....Church street

McGee, John, tin, sheet iron, and coppersmith .....49, Yonge street
McMaster, William, wholesale merchant, adjoining Bank of Montreal .....Yonge street
Maltman, John, bandbox maker .....Maria, near Queen street
Manning, Alexander, builder .....Bay street
Manning, James, insurance agency office .....Church street
Mansfield, Robert, gardener.....Spadina avenue
Mara, Thomas, house agent .....John street
March, Charles, house, sign, and ornamental painter, glazier grainer, paper hanger, frame maker, and gilder.....29, King street, west
Matthews & Co., wholesale and retail grocers .....77, Yonge street
Maulson, John, accountant and commission agent .....59, King street, east
Medcalfe, Thomas, bailiff, division court .....John street
Miller, A. W., stage proprietor .....Church street
Miller, Hugh, chemist and druggist .....118, King street, east
Miller, Mrs. and the Misses, dressmakers .....136, Yonge street
Milligan, the Misses, milliners.....131, King street, east
Mishaw, R. W., boot and shoemaker .....47, King street, west
Mitchell, S., tanner, near the Don river.....Queen street, east
Moffatt, James, dry goods merchant and general dealer ...Queen street, west
Moffatts, Murray & Co., wholesale importing and commission merchants .....Yonge street
Monro, George, wholesale merchant .....Front street
Monro, Mrs., boarding house, near church of Holy Trinity, Yonge street
Morgan, G. W., bootmaker.....93, Yonge street
Morphy, E. M, watchmaker and jeweller.....98, Yonge street
Morrison, W. C., watchmaker and jeweller .....9, King street
Mosiman and Bass, tin, sheet iron, and copperware manufacturers .....48, King street, west
Mountjoy, J. R., importer of British and American staple and fancy goods, 6, City Buildings.....King street
Mulholland, John, & Co., china and glass warehouse .....86, King street, east
Mullaney, P., butcher .....Parliament street
Meyers, James, grocery and provision store .....32, King street, west
Macdonald, Alexander, auctioneer and commission agent, 61, Yonge street
Macintosh, Mrs., boarding house .....146, Yonge street
McIndoe, Thomas, dancing master.....77, Yonge street
McDonald, John, dry goods merchant .....103, Yonge street
McKay, Adam, brewer.....Spadina avenue
McLean, D. C., tinsmith plumber, &c. &c.....112, King street, east
McLean, Samuel, wharfinger .....6, Victoria street
McLean, Mrs., boarding house .....77, Richmond street, east
McMullen, R. C., auctioneer and general agent .....Church street
McMurray, Thomas, watchmaker, &c. .....121, King street, east

Nasmith, John, baker .....Nelson street
Nash and Cayley, Ontario brewery .....Front street
Nimmo, John, agent for newspapers and periodicals .....92, King street, east
Nordheimer, A. and S., importers of and dealers in music,

pianos and musical instruments .....14, King street, east
Norris, H. F., importer of china, glass and earthenware ...3, King street, west

O'Dea, Edward, shoemaker.....Victoria street
O'Dea, Francis, wholesale and retail clothier, 8, City Buildings .....King street, east
O'Dea, James, grocer .....41, Church street
O'Donohoe, John, auctioneer and commission merchant, 4, Wellington Buildings .....7, King street, east
O'Donohoe, Malachy, auctioneer, &c. &c.....55, King street, east
Ogilvie, Alexander, & Co., wholesale and retail grocers ...6, King street, west
O'Neill, John P., Bee Hive clothing store, opposite St. Lawrence Hall .....King street
O'Neill, P. J., wholesale dry goods merchant .....29, Yonge street
Osborne, William, land agent and conveyancer .....16, King street, west
Owen and Mills, coachmakers, &c. &c. .....130, King street, west

Panton, James, confectioner .....56, Yonge street
Parkes, J. and V., turners .....Adelaide street
Paterson, P. and Son, general hardware merchants .....21, King street, east
Paterson, P., importer of British and Foreign dry goods, Albert Buildings .....King street, east
Paterson, Thomas, importer of staple and fancy dry goods, King street, east
Patton & Co., importers of china, glass and earthenware, lamps, &c. &c., 5, Wellington Buildings.....King street, east
Percy, M., dry goods merchant .....92, King street, east
Perkins, F. and G., wholesale merchants .....Front street
Perrin, W. L., & Co., wholesale dry goods merchants.....31, Yonge street
Petch, Robert, builder .....15, Adelaide street, east.
Phipps, W. B., manager Farmers' Bank.....22, King street, west
Piper, Hiram, tinsmith.....50, Yonge street
Platt, Samuel, brewer and distiller.....Front street
Pocock, John H., tinsmith .....Yonge street
Preston, Thomas J. .....78, Church street
Price, James, builder .....Elm street
Price, George, sausagemaker and grocer .....169, Queen street, west
Proudfoot, William, president Bank of Upper Canada.....Yonge street
Provandie, Mrs., shirtmaker.....King street

Rahn, Charles, surgeon dentist, corner of .....Bay and Melinda streets
Reynolds, William, baker and grocer.....256, Yonge street
Reynolds and Duffett, pianoforte makers, Chewett's Buildings .....King street, west
Richardson, Francis, chemist and druggist.....8, King street, east
Riddle and McLean, merchant tailors .....8, King street, west
Ridout, Thomas G., cashier Bank of Upper Canada, corner of.....Duke and George streets
Ridout, Samuel G,. grocer .....Queen street, west
Ridout Brothers, wholesale and retail ironmongers, corner of .....King and Yonge streets

Ritchey, John, master builder.....61, Adelaide street
Ritchey, John, Junior, dry goods merchant, St. Lawrence Buildings .....King street, east
Roberts, David, engineer.....Peter street
Roberts, George, cabinetmaker and upholsterer .....Yonge street
Robertson, Charles, grocer, seed and provision merchant, corner of.....King and Nelson streets
Robertson, Charles, junior, importer of staple and fancy dry goods .....28, King street, east
Robertson, John, wholesale merchant.....41, Yonge street
Rogers, Hugh, book agent, office.....New Market Buildings
Rogers, Joseph, hatter and furrier .....78, King street, east
Rogers, Samuel, painter and glazier .....42, Bay street
Rose, John, revenue inspector.....Yonge street
Ross, George S., grocer .....King street, east
Ross, George, sailing master .....Caroline street
Ross, James, carpenter.....Spadina avenue
Ross, John, undertaker .....Adelaide street, west
Ross, William, builder .....Caroline street
Ross, Mitchell & Co., wholesale dry goods merchants .....41, Yonge street
Rossin, Brothers, importers of jewellery.....30, King street, east
Rowell, George, brewer .....Agnes street
Rowell, Joseph, smith and waggon maker.....37, Queen street, west
Rowsell, Henry, stationer and bookseller .....78, King street, west
Rowsell and Thompson, book and general printing office Wellington Buildings .....King street
Russell, John, old country auction mart .....7, King street
Russell, Patrick, merchant tailor..... .....King street, east
Ryan, J. S., & Co., hardware merchants .....75, Yonge street
Ryan, Thomas, furnishing undertaker.....129, King street, east

Saintleger, Mrs, boarding house, corner of .....Bay and Melinda streets
Salt, John, hatter and furrier, Victoria Row .....King street, east
Sargant, Robert, & Co., dry goods merchant, St. Lawrence Buildings .....King street, east
Savage, George, importer and manufacturer of watches, clocks, gold and silver ware, &c., Victoria Row .....54, King street, east
Sawdon, George, clothier.....35, King street, east
Scobie, Hugh, bookseller and stationer, printer, &c. &c....18, King street. east
Score, R., merchant tailor .....74, King street, west
Scott, Thomas, surveyor of customs .....69, Richmond street, east
Scott and Laidlaw, wholesale and retail dry goods warehousemen, corner of.....King and Church streets
Searle, Henry, paper hanger and pianoforte tuner, Chewitt's Buildings .....King street, west
Shaw, Samuel, axe and edge-tool factory, corner of Sheppard and Richmond streets, shop .....75, Yonge street
Shaw, Turnbull & Co., wholesale dry goods merchants ...Wellington street, east
Sheppard, William, boot and shoemaker, corner of .....King and George streets

Sheppard, Jacob, cabinetmaker .....218, Yonge street
Sheppard, W. W. and R., marble masons.. .....84, King street, west
Short, J. and E., carpenters.....74, Richmond street, east
Silvas, Mark, saddler .....194, King street, east
Simpson, George, baker .....111, Queen street, west
Sisson, Z., planing machine .....Yonge street
Skelton, James, importer of jewellery and fancy goods ...6, King street, east
Sleigh, John, butcher .....Yonge street, Yorkville
Sleigh, Samuel, miller, baker, confectioner and grocer, 122,
124, and 126 .....King street, east
Smith, Mrs. and Miss, ladies' seminary .....162, King street, east
Smith, A. M., grocer and provision merchant .....104, Yonge street
Smith, Thomas, painter .....21, Wellington street, west
Smith, Thompson, lumber merchant, Gorrie's wharf, foot of Yonge street
Smith, J. F., surgeon dentist .....5, King street, east
Snarr, John, builder .....Victoria street
Sovereign, John, brewer .....Yonge street
Spencer, George B., Phœnix foundry.....55, Yonge street,
Spreull, Samuel, accountant, notary public, agent and com-
mission merchant .....61½ Yonge street
Sproat, Henry, ginger beer maker.....69, King street, west
Stanton, Robert, general commission agent, &c.....Yonge street
Stephens. H., printer.....27, King street, west
Stephens, James, printer.....King street, east
Sterling, John, boot and shoemaker, 6, Wellington Build-
ings .....King street, east
Stewart, H., commission merchant.....4, Yonge street
Stewart, W., saddler and harness maker .....95, Yonge street
Stoddard, E. L., commission merchant, opposite Western
Hotel .....Wellington street
Storm, William, builder.....58, George street
Strachan and Reford, grocers, &c.....West Market square
Sutherland, K. M., importer of wines, spirits, groceries,
&c., corner of.....Yonge and King streets
Swain, John, & Co., patent medicines, opposite St. Law-
rence Hall.....King street, east

Taylor and Stevenson, wholesale dry goods merchants.....Yonge street
Taylor, John, & Brothers, Toronto paper mills warehouse, West Market square
Telfer and Sproat, carriagemakers.....Shuter street
Thiem, C., oil cloth manufacturer .....184, Queen street, west
Thomas, F., ironmonger.....51, King street, west
Thomas, John, pianoforte maker, Harmony Place .....140, King street, west
Thompson, Chas., stage and steamboat owner—office, op-
posite Wellington Hotel.....Church street
Thompson, —., manager consumers' gas company—office,
Post office Buildings.....Wellington street
Thompson, Thomas, dry goods and clothing, Mammoth
House.....King street, east

Timpson, Thomas R., mathematical instrument maker.....15, Adelaide street, east
Tinning, Richard, timber merchant and wharfinger, Bay shore, foot of.....York street
Topping and Brown, dry goods importers, opposite Commercial Bank.....Wellington street, west
Torrance, Benjamin, & Co., wholesale merchants.....Church street

Urquhart, S. F., patent medicine warehouse.....69, Yonge street

Vale, Charles, axe and edge-tool maker, bell hanger, &c...Adelaide street, west

Wakefield, William, auctioneer and commission merchant 155, King street
Walker, George, merchant tailor.....45, King street, east
Walker, Charles and William, merchant tailors.....10, King street, east
Walker & Hutchinson, clothiers and dry goods merchants 26, King street, east
Wallis, Thomas J., general store, corner of.....Queen and John streets
Watkins, John, high bailiff.....Richmond street, west
Watson & Co., leather dealers and tanners.....13, Yonge street
Watts, Thomas, upholsterer.....67, King street, west
Webb, Thomas, bootmaker, &c.....Yonge street
Webb, Thomas, baker and confectioner.....Yonge street
Weller, Lorenzo, stage proprietor, corner of Front and Wellington streets
Wetherell, Joseph, butcher.....Jarvis street, Yorkville
Wharam, C. B., gilder.....York street
Wheeler, Thomas, engraver, watchmaker, &c.....10, King street, east
White, David, carriagemaker.....60, York street
Whittemore, Rutherford & Co., general merchants.....King street, east
Wickson, James, butcher.....Yonge street
Wightman, Robert, & Co., wholesale importers of dry goods, 10, Yonge street
Williams, George W., cabinetmaker and upholsterer.....1, Queen street, west
Williams, H. B., undertaker, cabinetmaker and upholsterer, 140, Yonge street
Williams, John, soap and candle maker.....South Park street
Williams, J. J., upholsterer.....49, Queen street, west
Williams, Hewitt and Holmes, City Carriage Factory.....142, Yonge street
Williamson, William, accountant and book-keeper.....Church street
Willmott, John, flour factor and produce agent, corner of Market Buildings.....Front street
Willoughby, M., general blacksmith, Adelaide street, near Bay street
Wilson, David, boot and shoemaker, wholesale and retail, 19, King street, west
Wilson, John, confectioner.....26, Church street
Wilson and Haigh, cabinetmakers and upholsterers.....34, King street, west
Winson and Nuthall, linen and woollen drapers, &c.....40 King street, east
Withrow, James, master builder.....Centre street
Wood, Robert, butcher.....Charles street
Wood, Samuel, surgeon dentist.....49, King street, west
Woodsworth, Richard, builder.....Richmond street, east
Workman Brothers, hardware merchants.....36, King street, east
Worthington, John, builder.....Albert street
Worthington, James, marble and stone cutter.....Temperance street

Wright, Charles and William, hair dressers, &c., warm and cold baths .....Front street
Wyllie, George B., importer of British and Foreign dry goods, 18, Adelaide Buildings.....King street, east

Yates, Richard, grocer, wine and spirit merchant.....50, King street, east
Young, James, builder.....Isabella street

FIRE, LIFE AND MARINE INSURANCE COMPANIES.

Ætna Fire Insurance Company, Hartford, Connecticut—agents, Whittemore, Rutherford & Co. .....King street

Britannia Life Assurance Company of London—agent, Francis H. Heward .....Front street
British America Fire and Life Assurance Company—managing director, T. W. Birchall .....George street
British Commercial Life Assurance Company of London—agent, William Kissock, Post Office Buildings.....Wellington street

Canada Life Assuance Company, Hamilton—agent, E. Bradburne, Bank Buildings .....Wellington street
Colonial Life Assurance Company—agent, J. Maulson, Wellington Buildings .....King street
Columbus Fire and Marine Insurance Company—agent, George H. Cheney..... .....King street

Eagle Life Assurance Company of London—agent, John Cameron, Commercial Bank.....Wellington street
Equitable Fire Insurance Company—agent, Francis H. Heward .....Front street

Globe Insurance Company of London—sub-agent for Toronto, J. W. Brent .....Church street

Hartford Fire Insurance Company—agents, Whittemore, Rutherford & Co. .....King street
Home District Mutual Fire Insurance Company—secretary, John Rains, opposite St. James' Cathedral..... King street

Lafayette Marine Insurance Company—agent, Francis H. Heward .....Front street

Merchants' Mutual Insurance Company, Buffalo—agent, Samuel Spreull .....61½, Yonge street
Montreal Fire, Life and Inland Navigation Company—agent, Robert Beekman .....Yonge street
Mutual Life Insurance Company of New York—agent, George H. Cheney..... ...King street

New York Protection Fire and Marine Insurance Company —agent, James Manning, Liddle's Buildings .....Church street
North-Western Marine Insurance Company, Oswego— agent, James Browne, Browne's Wharf .....Front street

Orleans Fire and Marine Insurance Company—agent, George H. Cheney .....King street

Phœnix Fire Insurance Company of London—agents, Moffatts, Murray & Co. .....Yonge street
Protection Fire and Marine Insurance Company, Hartford, Connecticut—agents, Whittemore, Rutherford & Co. King street
Provincial Mutual and General Insurance Company—E. G. O'Brien, secretary.....Church street

Quebec Fire Insurance Company, agent—Francis H. Heward .....Front street

St. Lawrence County Mutual Fire Insurance Company, Ogdensburgh, N. Y.—agent, William Kissock, Post Office Buildings.....Wellington street
St. Lawrence Inland Marine Assurance Company—agent, E. C. Jones.....King street, east

NEWSPAPERS PUBLISHED IN TORONTO.

"British Colonist" .....King street

"Canada Gazette" .....King street
"Christian Guardian".....King street
"Church" .....King street

"Daily Patriot and Express".....King street

"Examiner" .....King street

"Globe" .....King street

"Mirror" .....King street

"North American".....Yonge street

"Watchman" corner of Church and.....King street

European, United States, and Canada Express, and Forwarding Office—James Browne, agent.....Front street

Athenæum and Commercial News Room .....57, King street, west

Mechanics' Institute, Court house lane, off .....Church street

Post Office.....Wellington street

Telegraph Office.....Front street

Toronto and Lake Huron Railroad Office .....Colborne street

Toronto University.....Head of College avenue

Upper Canada College.....King street, west of Simcoe

Normal School.....King street, west of Simcoe

Model School .....

Education Office, Albany Chambers .....King street, west

Osgoode Hall, Courts of Law..... ...Queen street

PROFESSIONAL MEN, &c., &c.

Aikins, Dr. .....53, Queen street, west
Ambrose, Charles and John, professors of music.....Church street
Andrews, William, junior, attorney, &c .....Richmond street, east
Antrobus, Colonel, Prov. A. D. C..... .....Church street
Armstrong, John, notary public, &c. .....King street

Bacon, W. V., solicitor in chancery, corner of .....Church and King streets
Badgley, F., M. D.....Bay street
Baines, Thomas, secretary to clergy corporation .....William street
Baldwin, Hon. Robert, attorney general, west, corner of...Bay and Front streets
Barrett, M., first English master, U. C. College, residence, William street
Barber, George A., city superintendent of education, Albany Chambers, residence .....John street
Barron, F. W., principal of U. C. College, residence.....College Buildings
Beaumont, William R., surgeon .....11, Bay street
Beel & Crowther, barristers, corner of .....Church and King streets
Begly, Thomas A., secretary to board of works, residence, King street, west
Berczy, Charles, post master, residence, (adjoining Post Office).....Wellington street
Birchall, Thomas W., managing director of the British American Fire and Life Assurance Company .....17, George street
Blake, Hon. William Hume, chancellor, residence, corner of Wellington and Bay streets
Boulton, Henry John, junior, barrister .....Church street
Boulton, James, barrister.....Church street
Boulton, W. H., M.P.P., barrister, residence, "The Grange" John street
Bourret, Hon. Joseph, president, Executive Council, residence .....16, Wellington street, west
Bovell, Dr. .....Carlton street
Boys, Henry, bursar, Toronto University, and U. C. College Office, residence..... .....Wellington street

Bradburne, Edmund, agent for Canada Life Assurance Company Office, residence,.....Albany Chambers
Brent, J. W., secretary to Hospital Trustees, office.....Church street
Brock, George, barrister, (of Cameron, Brock & Robinson,) residence.....Wellington street
Brook, George, barrister, &c., office corner of.....King and Nelson streets
Brough, Allan P., civil engineer and deputy provincial surveyor.....John street
Brough, Secker, barrister, office, Temple Chambers.....King street, west
Bruce, Hon. Col. military and civil secretary, and principal Aid-de-Camp to Governor General, residence, Ellah's Hotel.....King street, west
Buchanan, C. W., M. D., Toronto Lying-in Hospital, corner of.....Victoria and Richmond sts.
Buckland, George, editor of "Canadian Agriculturist," residence, Yorkville.....Yonge street
Bull, E. C., artist.....Isabella street
Burns, Hon. Robert E., judge of Court of Common Pleas, residence.....Yonge street
Burnside, Dr. Alexander.....Yonge street

Cadwell, Dr., oculist and aurist.....5, King street, east
Cameron, John, cashier, Commercial Bank, M. D.....12, Wellington street
Cameron, John H., barrister, corner of.....Wellington and Jordan sts
Cameron, M., barrister.....Church street
Caron, Hon. R. E., speaker Legislative Council, residence, Ellah's Hotel.....King street, west
Carruthers, F. F., solicitor in chancery, barrister, &c., 15, Post Office Buildings.....Wellington street
Cary, Joseph, deputy inspector general.....Bathurst street
Cassels, W. G., manager of Bank of British North America, corner of.....Wellington and Yonge sts.
Cathcart, Joseph A., attorney, &c.....Bathurst street
Cayley and Cameron, barristers, &c.....Church street
Clarke, J. P., professor of music.....Church street
Connor, Skeffington, L. L. D., professor of law, Toronto University.....9, Bay street
Congregational Academy.....29, King street, east
Cooper, C. W., solicitor in chancery.....Church street
Cooper, Robert, barrister.....Wellington street
Cosens, Mrs., ladies seminary.....St. Georges square
Crawford, Hagarty and Crookshank, barristers, &c. &c. ...Church street
Crawford, Miss A.,.....54, Church street
Crawford, Dr.....Queen street
Crew, Dr. Henry.....Yonge street
Crickmore, John, barrister, office.....Church street
Croft, H. H., professor of chemistry, vice-chancellor Toronto University, residence.....Gerrard street

Crombie, M. C., head master county of York grammar school.....Nelson street
Crooks, R. P., barrister, office, Bank of British North America Buildings.....Wellington street
Cumberland and Ridout, architects and civil engineers, County Buildings.....Toronto street

Dalton, Robert G., barrister, corner of.....King and Church streets
Daly, Charles, clerk, City Council.....King street, west
De la Haye, J. P., French master, U. C. College, residence, College Buildings
Deslandes, Mons. and Madame, ladies' seminary, head of John street
Dempsey, John W. and Richard, barristers, &c.....Church street
Dempsey and Keele, barristers, &c.....Church street
Denison and Dewson, barristers, &c., New Market Buildings.....Front street
Derry, Dr.....39, Bay street
DeSalaberry, Lieut. Col. D. A. G. Militia, East.....Carleton street
Dixon, Joseph, city assessor.....Albert street
Dolmage, J. H. S., deputy clerk of the peace.....Yonge street
Draper, Hon. W. H., judge Court of Queen's Bench.....York street
Draper, George, barrister, office, Albany Chambers.....King street, west
Duggan, George, senior, coroner.....Duke street
Duggan, George, junior, barrister, city recorder, &c.....Adelaide street
Duggan and Morphy, barristers, &c.....Church street
Durand, Charles, conveyancer.....15, King street

Eccles, Henry, barrister.....Toronto street
Elliott, J., attorney, &c., clerk of County Council, court house.....Church street
Esten, J. C. P., vice-chancellor.....Beverley street

Fitzgerald and Fitzgibbon, barristers.....43, King street
Fraser, W. W., architect.....Agnes street
Freeland, Patrick, barrister, 6, Wellington Buildings.....King street

Gale, Rev. Alexander, principal Toronto Academy.....Front street
Galt, Thomas, barrister.....Colborne street
Gamble, Clarke, barrister.....Church street
Gamble, Dr. T. C., homœpathist.....155, King street, west
Garlic, Thomas, city inspector, east.....New City Hall
Gilkison, Mrs., organist.....39, Bay street
Grant, Alexander, barrister.....65, Yonge street
Green, Rev. Anson, book steward, Wesleyan Book Depository.....57, King street, east
Gurnett, George, clerk of the peace, H. D., &c.....King street
Gwynne, Hugh, secretary, &c., Law Society, C. W.....Osgood Hall
Gwynne, John W., barrister, &c., Club House,.....King street
Gwynne, W. C., B. M., T. C. D., Professor of Anatomy, Toronto University.....York street

Hallinan, James, barrister.....26, King street

Hallowell, Dr., ...Queen street
Hamel, T., portrait painter, St. Lawrence Buildings.....King street
Harrison, S. B., judge of County Court of County of York, Dundas street
Hawke, A. B., chief emigrant agent, C. W.....Bay street
Hawkins, William, provincial surveyor .....King street
Hayes, Dr..... .....Church street
Heath, C. W., barrister, Albany Chambers .....King street
Hector, John, barrister, Post Office Buildings.....Wellington street
Henderson, James, manager of Savings Bank .....Duke street
Herrick, Dr. George, M. D., professor of midwifery, Toronto University.....50, Church street
Heward, W. B., clerk to judge in chambers .....120, Queen street, west
Hincks, Hon. Francis, inspector general.....Duke street
Hodgins, J. G., secretary to Education Office .....Yonge street
Hore, R. C., surgeon and apothecary.....Yonge street, Yorkville
Houghton, George W., attorney, &c., Law Chambers.....5, King street, east
Howard, J. G., architect, &c. .....82, King street, west
Howard, James T., treasurer, County of York.....Gerrard street
Howcutt, John .....Brock street
Humphreys, J. D., professor of music.....Seaton street
Hurlburt, Rev. Jesse, principal Adelaide Academy .....28, Bay street
Hutchison, Rev. John, academy .....8, King street, west

James, Robert, junior, agent, Montreal City Bank .....Church street
Jarvis, S. M., barrister .....King street
Jarvis, W. B., sheriff, County of York, court house .....Church street
Jessopp, H. B., attorney, 2, Wellington Buildings.....King street, east
Jones and Proudfoot, barristers, 5, Wellington Buildings...King street, east
Jones, Edward C., barrister, reporter to Court of Common Pleas .....Duke street
Joseph, John, clerk to Executive Council .. ..Sleepy Hollow, Caër Howell

Kane, Paul, artist .....49, King street
Keefer, Alexander, barrister, Chewett's Buildings .....98, King street
Keefer, Samuel, chief engineer Board of Works.....40, Queen street, east
Keele, W. C., solicitor in chancery .....50, Bay street
King, John M. B., professor of theory and practice of medicine, Toronto University.....Richmond street

Lafontaine, Hon. L. H., attorney general east .....Bay street
Leslie, Hon. James, provincial secretary .....Bay street
Lindsay, W. B., clerk Legislative Assembly .....Wellington street
Lowe, F. C., wood engraver.....Western Hotel
Lount, Charles W., barrister, corner of .....King and Church streets

Macara, John, barrister, &c., Albany Chambers .....King street
Macauley, Hon. J. B., chief justice Court of Common Pleas, Wickham Lodge.....Yonge street
Mason, Miss, ladies' seminary, corner of.....Bay and Adelaide streets
March, Peter, portrait painter.....Yonge street

Maynard, Rev. George, mathematical master, U. C. College, College Buildings
Mendell, W. F., collector of customs.....Church street
Mercer, Andrew, marriage license agent.....Bay street
Meredith, Edmund A., assistant secretary west, Bishops' Buildings .....Adelaide street
Meyer, Hoppner F., professor of painting .....8, King street, west
Miller, Robert B., attorney at law, corner of .....King and Church street
Moore, John, barrister, &c. .....Church street
Morrison, Angus, barrister, &c.....Church street
Morrison, Dr. Thomas .....35, King street, west
Morrison, Connor and Macdonald, barristers and attornies, &c., corner of.....King and Bay streets
Mowat, Ewart and Helliwell, barristers, &c., corner of Yonge and Kings streets
Murray, Rev. Robert, professor of mathematics, Toronto University .....91, Adelaide street
Muttlebury and Jones, barristers, &c., 2, Wellington Buildings.....King street
McCaul, Rev. John, L.L.D., president Toronto University, Carlton street
McClure, Rev. William, Wesleyan minister.....Crookshank street
McCord, A. T., city chamberlain .....Duchess street
McDougall, William, barrister, &c., corner of .....Yonge and Adelaide streets
McIlmurray, Dr. .....16, Richmond street, west
McIntosh, N., land and general agent, Albany Chambers, King street, west
M'Lean, Hon. Archibald, judge of the Court of Common Pleas.....Peter street
M'Lean, Archibald G., barrister.....Church street
M'Lean, Thomas A., barrister.....Peter street
McNab, J., barrister, &c.....Church street
McNally, Misses, ladies' seminary .....Wellington, near Bay street

Nicol, W., professor of materia medica, Toronto University 56, Adelaide street, west

O'Brien, E. G., secretary and treasurer, provincial, mutual, and general insurance companies' office.....Church street
O'Brien, Henry M., attorney.....Queen street
O'Brien, Dr., Lucius, professor of medical jurisprudence, University of Toronto.....27, Bay street
O'Brien, Robert, Commercial Bank .....Church street
Osborne, William, notary public, land agent, &c.....16, King street

Palmer, E. J , Daguerrian rooms.....76, King street, east
Parent, Etienne, assistant secretary, east .....143, King street, west
Phillpotts, George A., barrister.....York street
Passmore, F. F., provincial surveyor .....8, King street, west
Primrose, Francis, M. D.....Richmond street
Poetter, Mrs., ladies' seminary .....William street
Price, Hervey W., barrister, office, ...Yonge, near King street
Price, Hon. James H., commissioner of crown lands .....Yonge street
Proudfoot, Wm , president Bank of Upper Canada, residence, Kearsney House.....Yonge street

Radcliffe, Misses, ladies' school .....Adelaide, west of Yonge st.
Radenhurst, John, deputy clerk of the crown.....Duke street
Raines, John, secretary to Mutual Insurance Company....Yonge street
Rankin and Robinson, provincial surveyors and draughtsmen.....92, King street, east
Reid and Leith, barristers .....Church street
Rees, Wm., surgeon, Albany Chambers.....King street, west
Richards, Stephen, barrister, &c.....2, King street, west
Richardson, Dr.....53, Bay street
Richardson, Captain Hugh, harbour master,.....Yonge street, Yorkville
Ridout, George, barrister.....49, Bay street
Ridout, John, deputy registrar, county of York.....Queen street
Ridout, Samuel, registrar, county of York.....Queen street, east
Ridout, Thomas G., cashier, Bank of U. C., corner of.....George and Duke streets
Roaf, John, junior, barrister, &c.....Toronto street
Robinson, Hon. John B., chief justice of the Court of Queen's Bench, Beverly House.....Richmond street, west
Robinson, John B., junior, barrister, Sleepy Hollow, adjoining Caër Howell's grounds.
Robinson, Lukin, barrister.....Peter street
Robinson and Allan, barristers, Bank of B. N. A. Buildings, corner of.....Wellington and Yonge sts.
Rolph, Dr. John .....53, Queen street, west
Rubidge, E. P., principal draughtsman, Public Works' Department,.....St. Paul, east of Yonge street
Russell, Dr. G., surgery .....Nelson street
Ryerson, Rev. Egerton, chief superintendent of education, 19, Bay street

Savigny, Hugh, provincial surveyor.....York Mills
Scadding, Rev. H., first classical master, U. C. College, residence.....College Buildings
Schallehn, Henry, professor of music .....Richmond street, east
Scott, John, M. D., medical superintendent at the Lunatic Asylum, residence.....At the Asylum
Scott, Mrs., teacher of music.....Church, near Gerard street
Shenod, Joseph, architect.....McGill street
Sherwood, Hon. Henry, barrister..... John street
Sherwood and Phillpotts, barristers.....Church street
Short, Dr. John.....22, Duke street
Small, C. E., clerk of the crown.....King street
Smith, Larrat W., barrister .....Front street
Smith, Mrs. and Miss, ladies' seminary .....162, King street, east
Somerville, John, attorney, solicitor in Chancery, &c. .....Church street
Spragge, J. G., vice-chancellor .....Front street
Stacy, Samuel, professor of penmanship.....67, Yonge street
Stennett, Rev. Walter, second classical master, U. C. College, residence .....College Buildings
Strachan, James McGill, barrister, &c., corner of.....Front and York streets
Strachan, Hon. and Right Rev. John, Lord Bishop of Toronto .....Front street

Strathy, G. W., professor of music.....53, Bay street
Strong, S. H., solicitor in Chancery .....Toronto street
Sullivan, A. B., clerk of Division Court, Court House.....Church street
Sullivan, Hon. R. B., judge Court of Queen's Bench .....Yonge street

Taché, Hon. E. P., receiver general .....Wellington street
Tatham, William, Rev., academy .....202, Yonge street
Taylor, John F., senior, clerk and master in Chancery, Legislative Council .....Queen street
Telfer, Walter, surgeon, 53, Church street, corner of.....Richmond street
Têtu, S., secretary's office and civil engineer.....Albany Chambers
Thomas, William, architect, Oakham House .....Church street
Toulmin, O. H., professor of music .....King street, west
Trenor, Patrick, M. D. .....Bay street
Tully, John, architect .....43, King street, east
Tully, Kivas, architect and civil engineer .....8, King street, west

Vankoughnet Brothers, barristers, &c.....Church street

Wedd, William, third classical master U. C. College, residence .....College Buildings
Weller, Henry, barrister, Albany Chambers.....King street, west
Wells, George, Dupont, barrister, Albany Chambers .....King street, west
Wickstead, J. W., law clerk House of Assembly .....John street
Widder, Frederick, commissioner Canada Company .....Front street
Widmer, Hon. C., surgeon, &c. .....Palace street
Williamson, Dr. A. J. .....Richmond street, east
Willis, Rev. M., D. D , professor of divinity, Knox's College Wellington street
Wilson, Adam, barrister .....Spadina Avenue
Wilson and Smith barristers.....4, King street, west
Wilson, William, cashier Bank of Montreal, corner of.....Front and Yonge streets
Winder, Dr. William, librarian House of Assembly .....Terauly street
Wood, Samuel, surgeon dentist .....49, King street, west
Workman, Joseph, M. D.....Queen street, east

Young, Thomas, architect .....108, Queen street, west

HOTEL, INN, AND TAVERN-KEEPERS.

Aitkins, Thomas, " Tam O'Shanter Inn ".....Colborne street
Anderson, Alexander, " Half-way House " .....Front street
Arnot, John, " Clyde Inn " .....Palace street
Ashford, Joseph, " Yonge Street Hotel," outside toll-gate, Yonge street

Bailey, Thomas, " Club House," corner of.....York and King streets
Baker, Job, " City Ams Hotel ".....West Market square
Barrie, A. L., " Glasgow Commercial Hotel ".....Colborne street
Beard, Robert, " Beard's Hotel ".....Church street
Best, T., " Bay Horse Inn ".....96, Yonge street

Beverly, Henry L., " Athenæum Buildings "....King street, west
Brouse, Nicholas, " American Hotel, " corner of....Front and Yonge streets

Campbell, Samuel, " Londonderry Inn " ....Colborne street
Craik, Mrs., " Green Bush Hotel " ....Yonge street

Davis, William, " Wellington Inn "....West Market square
Diamond, Mrs., " Telegraph Hotel,"....Front street
Dingwall, Alexander, " Thistle Inn "....32, Yonge street
Dunn, J. P., " Royal Oak Inn"....45, Queen street

Elgie, John, " Elgie's Hotel "....118, Yonge street
Ellah, Mrs., " Ellah's Hotel "....72, King street, west
Elwood, James, " Assembly Hotel " ....127, King street, west

Fisher, J. T., " Phœnix House "....70, King street, west
Fulljames, H., " Craven Heifer Inn," corner of....Queen and Yonge streets

Hayward, H., " Britannia House Inn " ....6, West Market square
Hockridge, Thomas, " Bond Head Inn "....13, Church street
Horwood, J. C., " North American Hotel "....Front street
Hutcheson, T., " Hutcheson's Hotel " ....Front street

Inglis, Russel, " Wellington Hotel," corner of Church and Wellington streets

Johnson, Alexander, " Lord Gough Inn " ....7, Church street

Kerr, John, " Shakspeare Inn," corner of ....King and York streets
Knox, Alexander, " Roxburgh Castle Inn "....Colborne street

Mitchell, Christopher and James, " Lovejoy House "....31, King street, west
Montgomery, John, " Franklin House "....143, Yonge street
McArthur, John, " Rob Boy Inn "....Yonge street
McNab, Duncan, " Argyle Inn," corner of Yonge and Wellington streets

Noble, William, " Noble's Inn" ....King street, east

O'Neill, T. H., " William III. Inn " ....39, Adelaide street

Platt, George, " Royal Standard Inn " ....East Market square
Platt, John, " Platt's Hotel" ....Nelson street
Privat, Louis, " Peninsula Hotel "....Opposite the city

Roach, John, " Roach's Hotel "....King street, east
Rolph, William, " Black Horse Inn "....Palace street

Smith, A., " Royal Exchange Saloon " ....Church street
Smith, J. T., " Masonic Arms Hotel " ....3, west Market square
Snow, B. R., " Phœnix House "....King street, west
Stroud, Stephen, " Brothers' Hotel "....East Market square

Taylor, Hugh, " Pine Grove Inn"....Parliament street
Thompson, Samuel H., " Shades Hotel " ....Colborne street, west
Trueman, William, " Red Lion Inn " ....Yonge street, Yorkville

Vine, William, "St. Ledger Inn".....Kingston road

Ward, Matthew, "Gardeners' Arms Inn" .....Yonge street

COUNTY OF YORK—(*Continued.*)

MERCHANTS, &c., &c.

Abbott and Bettes, iron founders .....Oshawa
Adair, Alexander, merchant .....Richmond Hill
Adams, Henry, saddler .....Whitby
Allan, William, merchant, ...Cheltenham
Anderson, Charles, merchant, ...Whitby
Anderson, John, tanner, ...Beaverton
Archer, A., merchant, ...Yorkville
Armstrong, Geo., Agent Provincial Mutual Insurance Co. Lloydtown
Armstrong, Wm., Miller and Distiller, ...Markham

Bagwell, J. B., merchant, ...Mimico
Balmer, George, merchant, ...Weston
Barber & Brothers, woollen manufacturers and lumber merchants .....Streetsville
Barker, A., miller, merchant, brewer and Postmaster.....Markham
Barnard, G. & B., merchants, ...Richmond Hill
Barnhart, John, senior, general agent, ...Streetsville
Barnhart, John, junior, chemist and druggist, ...Streetsville
Barnhart & Brothers, merchants, ...Streetsville
Barnhart, S. J., printer (proprietor of "Streetsville Review"), ...Streetsville
Bartlett, Moses, tanner, ...Brooklin
Bascom, Joseph, tanner and postmaster, ...Uxbridge
Bateman, Edward, iron founder, ...Brooklin
Beaty, H., miller, ...Streetsville
Berry, J., saddler, ...Brampton
Bettes, Wm., tinsmith and stove dealer, ...Oshawa
Bevan, J. W, cooper in general, ...Yorkville
Bigelow, J. and J., merchants, ...Scugog
Bishop, Wm., butcher, ...Oshawa
Black, John, merchant, ...Edmonton
Black, John, lumber merchant and postmaster, ...Columbus
Bloor, Wm., butcher, ...Yorkville
Bolster, Thomas, merchant and ash manufacturer, ...Uxbridge
Bolster, —, merchant, ...Colter's Corners, Mariposa
Bolton, James, miller and lumber merchant, ...Bolton
Bolton, Charles, merchant, ...Bolton
Bouchier, J. O. B., merchant, miller and lumber merchant, carder, fuller and postmaster, ...Sutton
Bowman, Robert, merchant and postmaster, ...Clairville
Boyer, John, merchant, ...Stauffville

Bradshaw, Charles, comb maker, ...Yorkville
Brain, John, brewer and distiller, ...Brampton
Bright, J. A., carpenter, ...Oshawa
Brunskill, John, merchant, ...Thornhill
Bryan, A., merchant, ...Prince Albert
Bryan, Benjamin, tinsmith, ...Whitby
Bunton and Allan, iron merchants, ...Newmarket
Burk, Jesse, rope maker, ...Yorkville
Burns, Gavin, bookseller and postmaster, ...Oshawa
Bywater, Robert, merchant and postmaster, ...Pine Grove

Cairns, Henry, brewer, ...Holland Landing
Caldwell, Edward, threshing machine maker, ...Whitby
Caldwell, William, chair maker, ...Whitby
Cameron, Donald, merchant, distiller and potash manufacturer .....Beaverton
Campbell, J. and R., merchants and millers, ...Brooklin
Campbell, C., merchant, ...Streetsville
Campbell, Allan, merchant, ...Colter's corners
Card, Ethan, woollen mannfacturer, ...Cannington
Card, Chester, woollen manufacturer, ...Brooklin
Cash, David, pump and fanning mill maker, ...Markham
Cawthra, John, merchant, ...Newmarket
Chafee, J. M., merchant, ...Tullamore
Chapman, P., merchant, ...Weston
Cheney, M., watchmaker, ...Oshawa
Church, Richard, brewer and distiller, ...Sydenham
Clarke, Charles, brewer, ...Whitby
Clarke, W. A., fancy leather maker, ...Yorkville
Clarkson, Wm., merchant, ...Oshawa
Clay, Wm., merchant and postmaster, ...Norval
Clay, W. T., cabinet maker, ...Thornhill
Cliff, E., merchant, ...Weston
Coates, Thomas, tanner, ...Sydenham
Cogswell, Mason, waggon maker, ...Thornhill
Cook, James, fancy leather maker, ...Yorkville
Cotter, G. S., miller, ...Newmarket
Cotton, Rowe & Co., merchants, ...Scugog
Cotton, Robert, merchant, ...Port Credit
Crosby, P., merchant, ...Machells' Corners
Crosby H. P., merchant, ...Markham
Crosby, L. & Co., nurserymen, ...Markham
Currie, George, merchant and pearlash manufacturer, ...Prince Albert

Dain, John, butcher, ...Yorkville
Dale, John, saddler, ...Yorkville
Danieis, H. & Co., merchants, saleratus and pearlash makers, ...Brooklin
Darlington, Robert, merchant and postmaster, ...Brooklin
Davidson, Joseph, woollen manufacturer, ...Cannington

Davis, Mrs., merchant, ...Newmarket
Demmery, T., butcher, ...Yorkville
Denham, Mrs., Ladies' school, ...Yorkville
Dennis, Henry, owner of saw mill and planing machine,...Weston
Dickson, G. P., miller, (Elgin mills,).....Richmond Hill
Doan, Charles, merchant and postmaster,.....Machell's Corners
Doan, Charles, merchant, ...Sharon
Donaldson, J. A., postmaster, ...Weston
Douglas, Mrs., postmistress, ...Colter's Corners
Dow, Thomas, merchant, ...Whitby and Columbus
Duffus, A., merchant, ...Lloydtown
Dunn, Jonathan, tanner, ...Cooksville
Dwyer, Robert, merchant, ...Newtown Hewitt, Albion

Eastwood, A., merchant and postmaster, ...Lloydtown
Eckhardt, Andrew, merchant,.....Unionville
Edmunds, John, shoemaker and grocer, ...Yorkville
Edwards, George, tanner, ...Lloydtown
Edy, John, carpenter, ...Thornhill
Ellerby, David, woollen manufacturer, ...E. Gwillimbury
Ellis, H. B., merchant,..... .....Lloydtown
Ellwood, James, merchant,.....Queensville
Elsworth, Henry, tinsmith, ...Whitby
Embleton, John, surveyor and land agent, ...Streetsville

Falconbridge, J. K., merchant, ...Richmond Hill
Farewell, A., merchant, ...Oshawa
Fisher, Thomas, miller, (Millwood mills).....Lambton
Fisher, Thomas, merchant,.....Coonat's Corners or St. Andrews
Flint and Holden, merchants,.....Stauffville
Flumerfelt, George, merchant, ...Markham
Flumerfelt, William, tanner, ...Markham
Forster, William, merchant, ...Brampton
Forster, Matthew, threshing machine maker,.....Markham
French, Edward, merchant,.....Oshawa
Fuller and Brothers, merchants,.....Prince Albert
Fuller, Thomas & Co., tinsmiths and stove dealers,.....Oshawa

Galbraith, J. D., shoemaker, ...Cooksville
Gamble, J. W., miller, distiller, merchant, lumber merchant, brewer and tanner, ...Pine grove, Vaughan
Gamble, W., miller, merchant, postmaster, woollen manufacturer, lumber merchant, &c., (Milton mills),.....Humber
Gartshore, Robert, saddler,.....Whitby
Gibbs, Thomas, miller,.....South Oshawa
Gibbs, Charles, merchant, ...Cannington
Gibbs, W. H., merchant,.....Columbus
Glendinning, John, lumber merchant, ...Streetsville
Glenny, William, merchant,.....Oshawa
Gooderham, William, miller, merchant, lumber merchant, and tanner, ...Norval.

Gorham, Charles, woollen manufacturer, ...Newmarket
Gould, Joseph, miller, lumber merchant, carder, and fuller, Uxbridge
Guernsay, A., merchant and auctioneer, ...Newmarket
Guernsay, L., miller,.....Newmarket
Gurnett, —, tanner,.....Machell's Corners

Haggart, Brothers, iron founders, ...Brampton
Haines, —, miller and lumber merchant, ...Cheltenham
Hall, Trueman, merchant, ...Churchville
Hamilton and Smith, cabinet and chair makers, ...Brampton
Hammond, O., merchant, ...Port Credit
Harrison and Marsh, merchants, ...Holland Landing
Hawkins, George, auctioneer,.....Streetsville
Hayes, Brothers, ropemakers,.....Yorkville
Head, Peter, miller,..... .....Duffin's Creek
Henry, Thomas, harbour master, ...Port Oshawa
Hepburn, George, tanner, ...Columbus
Herie, Gerrie J. A., bookseller and druggist, ...Whitby
Herrington, William, merchant,.....Sparta
Hicks, John, miller, distiller, and lumber merchant.....Uxbridge
Higley, P. R., churnmaker,.....Oshawa
Hill, Samuel, lumber merchant, ...Scugog
Hodgson, Matthew, brewer, ...Duffin's Creek
Hogaboom, John C., post-master, ...Sharon
Hogg, J. and W., merchants, ...Hogg's hollow, Yonge Street
Holley, Joseph, lumber merchant, ...Weston
Holmes, John, tanner,.....Brampton
Hore, R. C., Apothecary and Druggist,.....Yorkville
Houck, Louis, merchant and fanning mill maker, ...Markham
Howell, John H., merchant, ...Oshawa
Howland, P., merchant and postmaster, ...Brampton
Howland, W. P., miller and merchant, ...Lambton
Hughes, W. C., merchant, ...Columbia, Albion
Hughes, George, merchant, ...Brownsville
Humphrey and Lawrence, merchants, ...Richmond Hill
Hurd, A., postmaster, ...Prince Albert
Hurd, P. A,, tanner, merchant and pearlash maker, ...Prince Albert
Hutchinson, M., carriage maker,.....Yorkville
Hyde, John C., miller and lumber merchant, ...Streetsville
Hyland, John, merchant,.....Oshawa

Jackson, Samuel, merchant, ...Brampton
Jewett, Charles, tanner, ...Duffin's Creek
Jewett, Charles S., merchant,.....Borelia
Johnson, Edward, merchant, ...Uxbridge
Johnson, Joseph, merchant, ...Uxbridge

Keller, James, merchant,.....Unionville
Kennedy, William, merchant, ...Sydenham
Kirkpatrick, Robert, merchant, ...Newmarket

Knox, Thomas, cabinetmaker,..... .....Oshawa

Laidlaw, Douglas, merchant, ...Holland Landing
Laing, James, merchant, and agent for commercial bank, ..Oshawa
Laing, William, merchant, ...Whitby
Laing, Andrew, merchant and pearlash manufacturer, ...Prince Albert
Law, Abraham, tanner, ...Richmond Hill
Lawder, Robert H., merchant, ...Port Whitby
Lawrence, J. H., merchant,.....Cheltenham
Lawrence, G. T.. merchant,..... Bolton
Lawrence, J., tanner, ...Weston
Leek, E., saddler,.....Yorkville
Lehoe and Joint, soap, candle and ash manufacturers, ...Columbus
Lepper, M., merchant, ...Machell's Corners
Lepper, A., merchant, ...Duffin's Creek
Levens, Horatio, tanner, ...Sparta
Leys, Francis, postmaster, ...Duffin's Creek
Lloyd, A., postmaster, ...Stauffville
Lockhart and Wilson, millers and distillers, ...Oshawa
Logan, F., merchant and lumber merchant, ...Cooksville and Sydenham
Lount, Hiram, merchant, ...Brownsville
Lount and West, lumber merchants, ...Holland Landing
Luke and Ash, tanners, ...South Oshawa
Lumsden, William, merchant,.....Duffin's Creek
Lund, Richard, & Co., merchants,.....Scugog
Lundy, F., merchant, ...Derry West
Lynch, D. L., merchant, ...Brampton
Lynde, Carleton, merchant and tanner,.....Whitby
Lyons, John, merchant, ...Yorkville

McClair, William, merchant, ...Derry West
Macdougall, Robert, miller, (south-western mills) .....Weston
McGee, William, & Co., saleratus makers, ...Brooklin
McGill, George, lumber merchant,.....Springfield
McGlashan, Andrew, tanner, ...Hogg's Hollow
McGuire, Patrick, merchant and brewer ....Brooklin
Machell —, merchant,..... .....Machell's Corners
McIlroy, Thomas, cabinet and chairmaker,.....Brampton
Macdonald, —, merchant, ...Sutton
Macintosh, John, carder and fuller, ...Bolton
McKay, J., carriage maker,.....Newmarket
McKay, John, merchant,.....Thornhill
McKelvey, J., tinsmith, ...Brampton
McKelvey, William, tinsmith,.....Brampton
McKinnon, Neil, merchant,.....Streetsville
McMahon, John, merchant, ...Oshawa
McMaster, John, merchant, ...Streetsville
McMaster, A., merchant,.....Holland Landing
McMullen, —, merchant and ash maker,.....Atherly
McPherson, Alexander, postmaster, ...Whitby

McPherson, William, merchant, ...Richmond Hill
McPhillips, John, merchant, ...Richmond Hill
Magrath, James, merchant and postmaster, ...Springfield
Maguire, John, saddler, ...Richmond Hill
Markle, E., pump maker,... .....Cooksville
Martin, John, & Co., merchants,.....Port Whitby
Martin, John, axemaker,.....Oshawa
Martin, John, carpenter, ...Thornhill
Mason, Thomas, saddler,.....Columbus
Medd, George, saddler, ...Thornhill
Millard, Joseph, cabinetmaker, ...Newmarket
Mills, James, saddler, ...Columbus
Milne, Thomas A., miller and woollen manufacturer,.....Markham
Monroe, Hugh, manufacturer of machinery, ...Oshawa
Monroe, G., merchant, miller, distiller and lumber merchant,.....Cannington
Moore & Robertson, merchants,.....Brownsville
Moore, Martin, saddler, ...Holland Landing
Morley, F. B., postmaster and agent for marriage licenses, Cooksville
Morley, John, tailor, ...Cooksville
Morrison, M., merchant,.....Beaverton
Mountain, Benjamin, merchant,... .....Yorkville

Nash, Noah G., brewer, ...Port Whitby
Nelson, J., saddler, ...Brampton
Nichols, William, merchant, ...Brooklin

O'Connor, H. B., merchant, ...Whitby
Oliphant, D., bookseller and printer, (Oshawa Reformer) Oshawa
Ostertag, G. M. G., tinsmith,.....Thornhill

Parsons & Wilcocks, merchants,.....Thornhill
Parsons, T., merchant,.....Holland Landing
Paterson, Thomas, merchant,.....Streetsville
Paterson, Wm. H., merchant and postmaster,.....Streetsville
Paxton, Thomas, & Co., lumber merchants,.....Scugog
Perry, Peter, merchant, ...Whitby
Perry, R. E., merchant, ...Whitby
Perry, D., merchant,.....Churchville
Pirie, Johnstone, carriage maker,.....Whitby
Playter, R., merchant,.....Rouge
Pointer, Richard, tanner,.....Churchville
Pollock, Charles, lumber merchant, ...Richmond Hill
Porter, G. S., printer and bookseller, ...Newmarket
Postell, William, waggon maker, ...Bolton
Power, John, tanner, ...Brownsville
Proctor, George, miller, lumber merchant, merchant, distiller, &c., ...Beaverton
Purkiss, Josiah, merchant, ...Thornhill

Quigley, M., carpenter, ...Oshawa

Ray, N., carriage maker,.....Whitby
Reid, Willson, tanner,.....Sharon
Roadhouse, Samuel, cabinetmaker, ...Newmarket
Robinson, John, tanner, ...Markham
Robison, John, miller, (oatmeal mill) .....Markham
Roe, William, merchant and postmaster, ...Newmarket
Rogers & Morrison, saddlers,.....Cooksville
Rogers, —, merchant,.....Queensville
Romain, P. Z, merchant and commissioner Court of Queen's Bench,.....Cooksville
Romain, C. E., lumber merchant,.....Cooksville
Rowe, James & Co., warehousemen and forwarders, ...Port Whitby
Russell, Robert, watchmaker, ...Oshawa
Rutledge, Robert, lumber merchant, ...Cooksville
Rutledge, H., merchant, ...Yorkville

Savingny, W. H., miller, (Metcalfe mills), ...Hogg's Hollow
Schofield, L. H., merchant, ...Whitby
Scott, John, merchant tailor, ...Weston
Scott, Joseph, carder and fuller, ...Lloydtown
Shaw, Peter, merchant, ...Sharon
Shaw, William, cabinet maker, ...Whitby
Shepherd, Charles, merchant, ...Thornhill
Shields, William, merchant, ...Bolton
Silverthorn, J., lumber merchant, ...Cooksville
Simmons & Sons, millers, ...Streetsville
Simpson, John, miller, ...Churchville
Simpson, William, brewer, ...Newmarket
Skelton, W. K., saddler, ...Lloydtown
Skirving, R., merchant, ...Columbus
Sloan, William, postmaster, ...Holland Landing
Smith, J. H., merchant, agent Home District Mutual Insurance Company, and commissioner of Court of Queen's Bench,.....Lloydtown
Smith, Edward, miller, ...Brooklin
Smith, John, merchant, ...Uxbridge
Smith, Andrew, miller, ...Columbus
Smith & McMaster, merchants, ...Newmarket
Smith, H., soapmaker, ...Whitby
Soady, James, last and shoe peg manufacturer, ...Cooksville
Somerville, Thomas, miller, (Glenbank mills), ...Weston
Sovereign, John, brewer, ...Yorkville
Spalding, David, merchant and brewer, ...Oshawa
Spedding, ——, iron founder, ...Stauffville
Spence, C., merchant, ...Cheltenham
Spencer, Henry, tinsmith, ...Whitby
Sprowle, J. S., printer, (Whitby Reporter), ...Whitby
Spurrell, John, merchant, ...Whitby
Steers, Abraham, tanner, ...Stauffville

Sterling, James, merchant, ...Duffin's Creek
Stevenson, E., merchant, ...Machell's Corners
Stogdill, Solomon, tanner, ...Lloydtown
Stone, M. B., shoemaker, ...Oshawa
Street, John, lumber merchant, ...Streetsville
Styles, Wm., tanner, ...Queensville
Sutton, Walter, chemist and druggist, ...Oshawa
Sutherland, Donald, miller and lumber merchant, ...Brownsville
Swinnerton, Thomas, miller and lumber merchant, ...Columbia, Albion
Switzer, Benjamin, merchant, ...Streetsville

Tait & Harvey, iron founders, ...Holland Landing
Tanner, Stephen, tanner, ...Prince Albert
Teefy, M., merchant, postmaster and agent Home District
Mutual Insurance Company, ...Richmond Hill
Tegart, Anderson, saddler, ...Brownsville
Telfer, James, merchant, ...Etobicoke
Thistle, J., merchant, ...St. Andrews
Thomas, L. C., soap and candlemaker and bookseller, ...Brooklin
Thompson, T. J., merchant, and agent National Loan Fund
Life and Equitable Fire Insurance Companies, ...Cooksville
Till, William, cabinet maker, ...Whitby
Tomlinson, Alfred, woollen manufacturer, ...Sparta
Tomlinson, Joseph, lumber merchant, ...Sparta
Tomlinson, S., pail manufacturer, ...Sparta
Torrance, Mrs., merchant, ...Newmarket
Townsley, William, brickmaker, ...Yorkville
Tracey & Cotton, merchants, ...Churchville
Trott, Job, mason, ...Thornhill
Trueman, D., druggist, ...Brampton
Tyson, T. W., miller and lumber merchant, ...Lloydtown

Vannostrand, Cornelius, merchant and miller, ...Springfield
Vannostrand, John, merchant and postmaster, (near) ....Hogg's Hollow

Wadsworth, Charles, miller, merchant, lumber merchant
and distiller, ...Weston
Wallace, George & Thomas, merchants, ...Whitby
Wallis, William, tanner and saddler, ...Newmarket
Walsh, Rob't, surveyor, ...Lloydtown
Warbrick, Joseph, tanner, ...Bolton
Ward, Andrew, auctioneer, ...Etobicoke
Ward, William, miller, ...Etobicoke
Ward, John, chair and bedstead manufacturer, ...Etobicoke
Warren, J. B., miller, distiller, carder and fuller, ...Oshawa
Warren, J. & Co., merchants, ...Oshawa
Warren, ——, tanner, (Colter's Corners), ...Mariposa
Watson, John, merchant, ...Edmonton
Watson, John, harbor master, ...Port Whitby
Way, Daniel S., miller, ...Brooklin

Webber, Henry, tailor,.....Oshawa
Welch, John, agent for St. Lawrence Inland Marine Insurance Company,.....Port Whitby
Wheler, Edward, miller and lumber merchant,.....Stauffville
Wheler, John, P., merchant,.....Stauffville
White, Ira, miller,.....Unionville
Whitehead, Thomas, merchant, ...Brampton
Whitehead & Paps, merchants, ...Edmondton
Whitney, P. F., merchant,.....Duffin's Creek
Williams & Gledhill, woollen manufacturers,.....Weston
Willson, Calvin E., tanner, ...Holland Landing
Wilson, John, merchant,.....Whitby
Windsor Road Company, warehousemen and forwarders,...Port Whitby
Wolfenden, John, marble cutter,.....Whitby
Wolford, Samuel, postmaster and tallow chandler,.....Bolton
Wright, George, merchant and miller,.....Brampton
Wright, Robert, saddler,.....Richmond Hill
Wright & Mulligan, merchants,.....Tullamore
Wright, S. R. & Co., iron founders,.....Markham

PROFESSIONAL MEN, &c.

Adams, William, Dr.....Bolton
Allison, William, Dr.....Brooklin
Ardagh, J., Dr.....Holland Landing

Ball, B. F., barrister, &c.....Whitby
Barnhart, John, Dr.....Streetsville
Bell, Joseph, attorney, &c.....Holland Landing
Blackstone, Henry, barrister, &c.....Holland Landing
Borthwick, H. J., master of grammar school.....Newmarket
Boulton, D'Arcy, Barrister and attorney.....Newmarket
Bull, Edward, Dr., and coroner.....Lloydtown
Burnham, Z., barrister, &c.....Whitby
Burns, Robert, Dr.....Duffin's Creek

Chantler, Henry, Dr.....Newmarket
Clarke, Joseph, Dr.....Oshawa
Clarke, R. W., Dr.....Whitby
Cotter, G. C., Dr.....Cooksville
Crewe, H., Dr.....Yorkville
Crewe, W. P., Dr.....Cooksville
Crumbie, John, Dr.....Streetsville
Cummins, J. P., attorney, &c.....Lloydtown

De la Hooke, J. A., Dr.....Weston
Dennis, Stoughton, surveyor, &c.....Weston
Dixie, B., Dr.....Springfield

Doherty, John Dr.....Markham

Fairbanks, S. B., attorney, &c.....Oshawa
Finn, —, Dr.....Sharon
Foot, J., Dr.....Brooklin

Grant, —, Dr.....Yorkville
Gunn, Robert, Dr.....Whitby

Harvey, A., Dr.....Brampton
Hodgson, James, master of grammar school.....Whitby
Hunter, —, Dr.....Richmond Hill
Hunter, James, Dr.....Brooklin

Jamieson, —, Dr.....Thornhill

Keller, C. M., Clerk of Division Court.....Richmond Hill

Langstaff, James, Dr.....Richmond Hill
Lloyd, A., Dr.....Stauffville
Lyons, —, Dr.....Churchville

Macdonell, H. J., attorney and solicitor.....Whitby
McGill, William, Dr.....Oshawa
McNab & Boultbee, barristers, attorneys, &c.....Newmarket
Mathews, James, ...Duffin's Creek
Murdock, W., Dr.....Brampton

Nash, J., Dr.....Newmarket
Norris, W. H., Principal of Collegiate School.....Scarboro

Owens, Francis, Dr.....Columbus

Prosser, T. C., surveyor, conveyancer, and commissioner
Court of Queen's Bench.....Bolton
Purcell, A. F., Classical Master Collegiate School.....Scarboro

Scobie, Miss, ladies' seminary.....Weston
Shier, John, surveyor and civil engineer.....Whitby
Strachan, —, Dr.....Beaverton

Tempest, William, Dr.....Oshawa

Vernon, E., Dr.....Prlnce Albert

Warbrick, J. C., Dr., and coroner.....Bolton
Ware, J. E., Dr.....Newmarket
Warren, William, Collector of Customs.....Port Whitby
Wright, H., Dr.....Markham

HOTEL, INN AND TAVERN-KEEPERS.

Armstrong, G. W.....Port Credit
Armstrong, W.....Markham

Barwick, Robert.....Thornhill
Bingham, R.....Richmond Hill
Black, James.....Rouge
Bointon, William.....Prince Albert

Clarke, James.....Columbus
Clarkson, Thomas.....Thornhill

Dalby, Francis.....Richmond Hill
Doughty, William.....Oshawa

Forsyth, James.....Newmarket

Graham, Johnson.....Oshawa

Hall, H.....Markham
Head, Peter.....Duffin's Creek
Hewitt, Joseph.....Newmarket

Irwin, Isaiah.....Holland Landing

Jackson, J. M.....Weston.
Keller, Francis,.....Oshawa

Lemon, Samuel, ...Thornhill
Linfoot, J.,.....Richmond Hill

McCorquedale, Duncan, ...Prince Albert
McIlroy, John .....Oshawa
May, Thomas .....Holland Landing
Montgomery, T., ...Mimico

Noble, A.,.....Rouge

Payne, Charles,.....Duffin's creek
Plank, John P. .....Uxbridge
Playter, R., ...Holland Landing

Ray, N. .....Whitby

Scripture, Thomas N., ...Whitby
Sheppard, E., ...Richmond Hill
Shepherdson, George, ...Thornhill
Simpson, J., ...Richmond Hill
Smith, T., ...Mimico
Smith, A. .....Stauffville
Stead, Mrs., ...Lloydtown
Stephens, Robert, ...Streetsville
Stewart, A., ...Brampton

Teeter, Moses, ...Cooksville
Tracey, Thomas, ...Lloydtown

Wilcoxon, Thomas, ...Columbus
Woolf, J. .....Humber

COUNTY OF SIMCOE.

MERCHANTS, &c., &c.

Alexander, J., agent for National Loan Fund Life Assurance Company, ...Barrie

Barry, James, tanner, ...Bradford
Bingham, Joseph, tanner, ...Bradford
Boys, H. R. A., merchant, ...Barrie
Burnett, A., iron and tin plate worker, ...Barrie

Cameron, Duncan, merchant, ...Bradford
Campbell, Alexander, merchant, ...Middleton
Chantler, William, merchant, ...Newtown Robinson
Copland, George, miller and lumber merchant, ...Penetanguishine

Dallas, Thomas, merchant, ...Orillia
Davies, T. F., printer, "Barrie Magnet" .....Barrie
Dougall, H. & J.. carpenters and builders, ...Barrie
Douglas, George, postmaster, ...Bradford

Edwards, James, Saddler, ...Barrie

George, Robert, merchant, ...Orillia
Graham, Andrew, merchant and tanner, ...Barrie
Graham, William, builder and auctioneer, ...Barrie

Hamilton, W. B., merchant .....Penetanguishine
Harper, J., merchant .....Cookstown
Harrison, C., merchant .....Barrie
Hunt, W. C., tanner .....Newtown Robinson

Jeffrey, Edward, merchant .....Penetanguishine

King, A., merchant .....Orillia

Lally, E., agent for bank of U. C., and British America Fire Insurance Company .....Barrie
Lane, Jonathan, bookseller .....Barrie
Lynd, Joseph, merchant .....Bond Head

Maconchy, Brothers, merchants .....Bradford
Maconchy, T. D., merchant .....Barrie
MeGregor, John, merchant .....Orillia

McKay, George & Co. ..... Bradford
McWatt, John, merchant and postmaster ..... Barrie
Morrow, David, auctioneer ..... Barrie
Murray, George & Co., merchants ..... Bradford

Oates and Cockerline, millers ..... Bradford
O'Neil, John, carpenter and builder ..... Barrie

Palmer, H. N., gun maker and working cutler ..... Barrie
Patterson, A., merchant ..... Orillia
Patton, Jas., agent for Canada Life Assurance Company, Barrie
Pearson, John, carpenter and builder ..... Barrie

Rogers, Isaac B., lumber merchant ..... Bond head
Rogers, Seth, tanner ..... Bond head
Russell, Angus, merchant ..... Barrie

Sanford, S. M., merchant and agent for Provincial Mutual and General Insurance Company ..... Barrie
Simpson, Robert, brewer ..... Barrie
Simpson, William, merchant ..... Penetanguishine
Sinclair, A., merchant and postmaster ..... Bond head
Smith, W. B., agent for Home District Mutual Insurance Company and Colonial Life Assurance Company ... Barrie
Southerland, Alexander, merchant ..... Middleton

Thompson, Alfred, A., merchant ..... Penetanguishine
Town, T. W., carder and fuller ..... Newtown Robinson

Wallis, T. G., saddler ..... Bradford
Warnock, T. N., watchmaker and jeweller ..... Barrie

PROFESSIONAL MEN, &c., &c.

Ardagh, John, Dr. ..... Orillia
Alexander, J., crown lands agent ..... Barrie

Burnie, Newton, Dr. ..... Bradford

Crookshank, J. S., surgeon, &c. ..... Barrie

Gibbard, William, surveyor ..... Barrie
Gowan, J. R., Judge of county court ..... Barrie
Gowan, H. H., deputy clerk of crown ..... Barrie

Hopkins, H. B., barrister and attorney ..... Barrie

Lally, E., treasurer of county ..... Barrie
Lane, Jonathan, clerk of district and surrogate courts.. Barrie
Lount, George, Registrar of County ..... Barrie

McCarthy, D., conveyancer ..... Barrie
McVity, W. B., clerk of peace ..... Barrie
McWatt, John, county clerk ..... Barrie

Orr, —, Dr. ..... Bond head

Pass, Archd. Dr. ..... Barrie
Patton, James, barrister and attorney ..... Barrie
Patton, —, Dr. ..... Bradford

Ryan, John, surveyor ..... Bradford

Savigney, Hugh, surveyor ..... Barrie
Smith, W. B., sheriff ..... Barrie
Strathy, John, barrister and attorney ..... Barrie

Thompson, John, A., barrister, &c. ..... Bradford

Walker, Edward, A., inspector of licenses ..... Barrie
Wright, N. B., solicitor in chancery, &c. ..... Bond head

HOTEL, INN, AND TAVERN KEEPERS.

Caisse, Leon ..... Barrie

Fraser, Henry ..... Barrie

Jeffrey, Stephen ..... Penetanguishine

Marks, Edward ..... Barrie

WATERLOO.

MERCHANTS, &c. &c.

Ahrens and Huber, merchants and iron founders.....Berlin
Allan, Wm., miller, distiller, carder and fuller (Guelph Mills).....Guelph
Allan, Charles, postmaster, miller and lumber merchant, Elora
Allan and Sutherland, lumber merchants.....Allansville, Peel
Armstrong, James, lumber merchant.....Guelph

Barrett, —, merchant.....New Hope
Bascom, —, tanner.....Hawkesville
Batterson, T. G., merchant.....Preston
Beardmore and Harvey, tanners.....Guelph
Bechtel, H., miller (Durham Mills).....Waterloo
Beck, Jacob, lumber merchant.....Preston
Beck Jacob & Co., iron founders.....Preston
Bernhardt, Henry, brewer.....Preston
Bittman, Frederick, saddler.....Preston
Boehler, Xaviri, potter.....Hamburg
Bottchers F., weaver.....Preston
Bowman, Samuel, B., miller and lumber merchant (Carlisle Mills,).....New Carlisle
Bowman Sam. B., woollen manufacturer.....Bloomingdale
Bowman S. B. & Co., nurserymen.....New Carlisle
Bowman, Joseph, brush maker.....Berlin
Bowman, Henry, B. K., tanner.....Preston
Brower, Henry, Senr., cradle maker.....Preston
Brown, W. J. & Co., merchants.....Guelph
Brown, Ezra, tanner.....Sydenham
Brown, Geo., post master.....Sydenham
Buchan and Jones, merchants.....Sydenham

Caldwell, Anne, merchant.....Erin village
Campbells & Co., woollen manufacturers.....Guelph
Campbell, Wm. M., tinsmith and stove dealer.....Elora
Campbell, N. & P., carders and fullers.....Erin village
Campbell,—., merchant.....New Hope

Carney, Richard, merchant ..... Sydenham
Carrol, Edward, quarryman ..... Guelph
Case, C. H., carriage maker ..... Preston
Caulfield, John, agent Canada Life Assurance Company, Guelph
Cleland, A. W., merchant ..... Hamburg
Coleman, John, merchant ..... Berlin
Copp, John, iron founder ..... Elora
Corell & Bowman, cabinet and chair makers ..... Berlin
Cornock, Wm., miller, distiller and postmaster ..... Erin village
Cutten, E. L., tanner ..... Haysville

Davidson, Geo., merchant, miller and lumber merchant, New Aberdeen
Davidson, G. & W., merchants ..... Berlin
Davidson & Mackie, merchants ..... Bridgeport
Dessauer, L. W., merchant ..... Preston
Dorner, Carl, merchant ..... Preston

Eby and Devitt, millers, lumber merchants, carders and fullers, and oil manufacturers ..... Lancaster, Waterloo
Eby, Henry, printer (German Canadian Office) ..... Berlin
Eby, John, W., druggist ..... Berlin
Eby, Jonas, chair and bedstead maker ..... Elora
Elliot, George, merchant ..... Guelph
Empey, M. P., merchant ..... Hawkesville
Enslin, Christian, bookseller and bookbinder ..... Berlin
Erb, Joseph, miller (Cambridge Mills) and lumber merchant ..... Preston
Erb, Joseph & Son merchants and distillers ..... Preston
Erb, A. A., printer (Canadische Bauernfreund) ..... Preston
Ernst, John, merchant, tanner, and postmaster ..... Petersburg

Fach, P., tinsmith ..... Preston
Fait, Henry, potter ..... New Aberdeen
Ferrie, Robert, & Co., merchants, millers, distillers and lumber merchants ..... Doon Mills
Fisher, Lewis, tinsmith ..... Hamburg
Forbes and Shaw, tanners and lumber merchants ..... New Hope
Fox, Xavier, vinegar manufacturer ..... Preston
Frank, Sylvester, brewer ..... Hamburg
Frost, John, merchant and miller ..... Sydenham

Galbraith, W. & J., merchants ..... Fergus
Galbraith, F. W., saddler ..... Guelph
George, Fred. & Co. merchants ..... Guelph
German, C., merchant and saddler ..... Hamburg

Gmelin, Henry, saddler.....Preston
Gordon, Andrew, merchant and saddler.....Elora
Gordon Mrs., Ladies' School.....Elora
Gow and Orme, tanners.....Guelph
Grange, Geo. John, agent National Loan Fund Life Assurance Company.....Guelph
Greet, Richard, agent Provincial Mutual Insurance Co.Guelph
Guggisberg, Frederick, chair factory.....Preston

Harrison, John, cabinet maker.....Guelph
Hawke, John, miller.....Hawkesville,
Hawke, Gabriel, merchant and potash manufacturer..Hawkesville
Hayes, Robert, merchant and postmaster.....Haysville
Hayton, Joseph, cabinet maker.....Guelph
Hayward, Wm., druggist.....Guelph
Heather Wm., saddler.....Guelph
Heffernan, Thomas, merchant.....Guelph
Hendry, Charles, & Co. merchants, millers, and lumber merchants.....Canistoga
Hespeler, Jacob, miller (Anchor mills), distiller, merchant, vinegar maker, and postmaster.....Preston
Hespeler, Jacob, miller and lumber merchant.....New Hope
Hewat, W., agent Colonial Life Assurance Company..Guelph
Higginbotham, A. & N., druggists and booksellers....Guelph
Hodgert, J., secretary Waterloo Mutual Insurance Company.....Guelph
Hoffman, John, and Co., merchants cabinet and chair makers.....Berlin
Horning, John, tanner.....Guelph
Hubbard, E., nurseryman.....Guelph
Hunt, Robert, woollen manufacturer.....Preston

Jackson, John, tanner.....Guelph
Jardine, George, merchant.....Fergus
Johnston, Robert, tanner.....Fergus

Kalbfleisch, George, merchant.....Lancaster
Keeling, G. M., printer (Guelph Advertiser).....Guelph
Kelly, J. W. B., cabinet maker.....Guelph
Kirbs, Daniel, merchant.....Elora
Kirk and Clark, merchants and shoemakers.....Elora
Knechtel, Peter, weaver.....Preston
Knowles, W. S. G., auctioneer.....Guelph
Kraemar, Jacob, stocking weaver.....Berlin

Kumpf, Wm., weaver ..... Preston
Kyle, E., builder ..... Sydenham

Lang, Reinhold, tanner ..... Berlin
Laserte, Anthony, carriage maker ..... Preston
L'Epan, Frederick, merchant ..... Sydenham
Lehmann, J. C., pump maker ..... Preston
Lehnen, Jacob, tinsmith ..... Berlin
Lenfesty, Peter, merchant ..... Sydenham
Levan, Daniel K., tinsmith ..... Preston

McBain, Donald, merchant ..... Erin
McDougal, D.D., merchant and potash manufacturer .. Elora
McKenzie, —., merchant ..... Guelph
McLachlan, D, merchant ..... Haysville
McQueen, James, postmaster ..... Fergus
Malone, Henry, brewer ..... Sydenham
Malone, W. L., watchmaker ..... Guelph
Marcon, Frederick, agent Montreal Bank and Canada Company ..... Guelph
Merner and Nopper, iron founders ..... Hamburg
Michie and Tod ..... Fergus
Millar, F. G., merchant, miller, and lumber merchant .. Dundee
Miller, Frederick G., merchant ..... Berlin
Miller, John D., blacksmith ..... Bridgeport
Miller, John iron founder ..... Sydenham
Mitchell, Andrew, miller and lumber merchant ..... Arthur
Moore, W. K., merchant ..... Berlin

Nafe, Noah, fanning-mill maker ..... Preston
Nahrgang Conrad, merchant and postmaster ..... New Hope
Nevills, T. G. S., merchant, miller, carder, fuller and spinner ..... Hamburg

Oetzel, John, saddler ..... Berlin
Owen and Atkins, merchants ..... Guelph

Paterson, Peter, woollen manufacturer ..... Elora
Philip, James and Robert, merchants ..... Elora
Philip, James, distiller ..... Elora
Piper, William, saddler ..... Fergus
Pirie, George, printer, "Guelph Herald" ..... Guelph
Presants, James C., miller, (Victoria mills) ..... Guelph
Preston, Henry, brickmaker ..... Elora

Rebscher, Peter, brewer ..... Berlin

Rebscher, William, brewer ..... Waterloo
Richardson, William, merchant ..... Guelph
Riddell and Hamlin, brewers ..... Sydenham
Roat, John S., saddler ..... Berlin
Robertson, Watt and Company, iron founders ..... Guelph
Robertson, Alexander, tinsmith ..... Preston
Rogers, R. P., merchant and postmaster ..... Ballinafad
Roland, M., saddler ..... Hamburg
Roos, Michael, brewer ..... Preston
Roos, George, brewer ..... Preston
Ross, John, agricultural implement maker ..... Guelph
Runciman, John, miller and lumber merchant ..... Haysville

Salyerds, Isaac, tanner ..... Preston
Salyerds, John, saddler ..... Preston
Sandilands, Thomas, merchant and agent Gore Bank .. Guelph
Savage, David, watchmaker ..... Guelph
Schnarr, H., merchant ..... Waterloo village
Scott, Wm., merchant, miller, distiller, carder, fuller and spinner, and postmaster ..... Hamburg
Seip, Wm., stocking weaver ..... Preston
Shoemaker, David, S. merchant ..... Waterloo
Shotter, S. L., & Co., merchants ..... Erin village
Simons, N. F., merchant ..... Preston
Sleeman, John, brewer ..... Guelph
Smart, John, merchant ..... Waterloo village
Smith, J. L., druggist &c., ... Fergus
Smith, Henry, druggist ..... Berlin
Smith, Lynd, & Co., millers, (People's Mills) ..... Guelph
Smith, James, tanner ..... Erin
Smith, J. S., merchant ..... Haysville
Smith, Wm., merchant ..... Haysville
Snider, Elias, miller and lumber merchant ..... Waterloo village
Snider, Daniel, merchant and postmaster ..... Waterloo village
Snider, Jacob, C., distiller ..... Waterloo village
Stephens, Alexander, M., merchant ..... Sydenham
Stephens, W. A., agent Provincial Mutual Insurance Company ..... Sydenham
Stephens, Brothers, tanners ..... Sydenham
Stock, James, merchant ..... Elora
Stone, F. W., merchant ..... Guelph
Strange, Henry, miller and lumber merchant ..... Rockwood
Street, John, brick maker ..... Elora

Stumpfle, Michael, potter ..... Preston
Sunley, George, tinsmith and stove dealer ..... Guelph
Sunley, Noah, tinsmith and stove dealer ..... Guelph

Tagge, Peter, N., merchant ..... Bridgeport
Tamlin, —., brewer ..... Salem
Tatham, G. P., merchant ..... Guelph
Telfer, W., miller ..... Leith, Owen's Sound
Thompson J., merchant ..... New Carlisle
Thurtell, Benj. Junr., carder, fuller and miller ..... Rockwood
Tilt, William, merchant ..... New Carlisle
Tisdale, Charles G., merchant ..... Guelph
Tracey, John F., saddler ..... Guelph
Tyler, Wm., merchant ..... Erin village

Vandusen, Owen, printer (Owen Sound Comet) ..... Sydenham
Vaupel, Peter, starch manufacturer ..... Preston
Von Ende, Hermann, tobacconist ..... Preston
Von Gunten, John, watchmaker ..... Preston

Wagner, Anselm, potter ..... Berlin
Walker, James, merchant ..... Fergus
Walker, John, merchant ..... Fergus
Wallace, John, potter ..... Hamburg
Warren, Geo., merchant ..... Guelph
Watson, L. W., merchant and potash manufacturer ... Fergus
Watson, Thos., tanner ..... Fergus
Watson L. W., merchant ..... Arthur
Watt, John, miller ..... Fergus
Webster, James, miller, distiller and lumber merchant Fergus
White, Robert, merchant ..... Guelph
Wilker, Peter, blacksmith and waggon maker ..... Petersburg
Williams, Thos, brewer ..... Guelph
Wissler, John, merchant and tanner (Eagle Tannery) near Bridgeport
Wissler, John, tanner and lumber merchant ..... Salem
Worsley, Miss, merchant ..... Guelph

PROFESSIONAL MEN, &c., &c.

Armstrong, Wm., attorney, &c ..... Sydenham

Baker, Alfred, A., clerk of division court ..... Guelph

Bell, John McLean, master of grammar school.....Elora
Boyd, F. Dr.,.....Sydenham
Budd, R. F., agent for marriage licenses.....Guelph

Corbet, Robert, postmaster .....Guelph

Daniels, —., surveyor .....Sydenham
Davidson, Wm., commissioner court of Queen's bench and postmaster .....Berlin
Davidson, George, notary public and postmaster ....New Aberdeen

Ebert, C., Dr. .....Preston
Enslin, C., notary public and commissioner court of Queen's bench .....Berlin
Ernst, John Jacob, editor of "German Canadian"....Berlin

Fergusson and Hurd, barristers and attorneys .....Guelph
Ferrier, A. D., county clerk and notary public .....Guelph
Finlayson, John, Dr. .....Elora

Geddes, Andrew, crown lands agent .....Elora
Geddes, James, attorney at law, &c. .....Elora
Grange, G. J., sheriff .....Guelph
Gwynne, James W., barrister and attorney .....Guelph

Hewat, William, treasurer of county .....Guelph
Hodgert, James, inspector of licenses .....Guelph

Jarvis, W. D. P., barrister at law .....Guelph

Kerr, F., surveyor .....Guelph
Kertland, Edwin H., engineer and surveyor .....Elora
Klotz, Otto, notary public, conveyancer and commissioner of court of Queen's bench .....Preston

Liddell, W. A. Dr., ...Guelph

McMillan, Thomas, assistant master of grammar school,Elora
McNab and Martin, barristers and attorneys .....Guelph
Manley, H., Dr. .....Sydenham
Mettler, John, Dr. .....Preston
Middleton, W. G., Dr. .....Elora
Moffatt, A. F., Dr. .....Erin village
Mutch, Wm.. Dr. .....Fergus

Nispel, Caspar, Dr. .....New Aberdeen

O'Connor, M., Dr. .....Haysville
Orton and Clarke, Drs. .....Guelph

Peterson, H. W., registrar of county ..... Guelph
Powel, W. D., judge of county court ..... Guelph

Sandilands, John, notary public ..... Guelph
Saunders, Thomas, clerk of peace ..... Guelph
Scott, John, Dr., and coroner for county of Waterloo .. Berlin
Smith J. L., notary public and conveyancer ..... Fergus
Smith, John, clerk of county court, and deputy clerk of crown ..... Guelph
Stewart, E. M., Rev., master of grammar school ..... Guelph

Thurtell, Benjamin, warden of county ..... Guelph

Vandusen, Owen, attorney &c., ... Sydenham

Whiting, James, A., Dr., ... Berlin

HOTEL, INN, AND TAVERN KEEPERS.

Abel, John, ... Strasburg

Bent, Amos, ... New Aberdeen
Bowman, H. W., ... Waterloo village
Burr, James, ... Fergus
Bush, Nicolaus, ... Petersburg

Cornell, S., ... Preston

Daly, James, ... Fergus
Dolman, George, ... Elora

Ernst, John, ... Petersburg

Freel, P., Halfway House ..... Brock road

Gaukel, Frederick, ... Berlin
German, C., ... Hamburg
Guggisburg, J. ..... Preston

Kellahar, Wm., ... Fergus
Klotz, Otto, ... Preston

Lamb, J., ... New Carlisle
Lappin, J. ..... Haysville

Peppler, Philip, ... Haysville

Pipe, J., Farmer's Arms ..... Guelph
Platt, J., Wellington Hotel ..... Guelph
Plum, Wm., ... Haysville

Rentz, Leo., ... Berlin
Roberts, S. ..... Hamburg

Scott, Robert, Farmer's Inn ..... Elora
Seyler, T. ..... Hamburg
Smith, John, Elora Hotel ..... Elora

Thorp, John, British Hotel ..... Guelph

HURON, PERTH AND BRUCE.

MERCHANTS, &c. &c.

Avery, C., tanner ..... St. Marys

Babcock, George, miller, lumber merchant and chair maker ..... St. Marys
Baker, George, tanner ..... Mitchell

Cameron, Malcolm, merchant and iron founder ..... Goderich
Carter, Jonathan, merchant ..... Egmondville
Christie, Thomas, merchant and postmaster ..... St. Marys
Chrysler, J., merchant ..... Bayfield
Crabb, C., merchant ..... Goderich

Daly, J. C. W., agent for bank of Upper Canada, Provincial Mutual Insurance Company, and Canada Co., Stratford
Daly, T. M., miller (oat and barley mill) ..... Stratford
Dent, Edwin, fanning mill maker ..... Mitchell
Dickenson, T. D., printer (Signal Office) ..... Goderich
Dickson, C. R., agent Canada Life Assurance Company Stratford
Dixon, James, merchant ..... Egmondville

Egmond, L. Van, miller, distiller and lumber merchant, Egmondville

Fishleigh and Babb, merchants ..... Mitchell
Fraser, D., merchant ..... Bayfield

Gardner, R. H., merchant and postmaster ..... Bayfield
Gooding, J. K., auctioneer ..... Goderich
Gordon, James, merchant and postmaster ..... Clinton
Gouinlock, George, merchant and postmaster ..... Harpurhey
Grace, W. E., merchant ..... Goderich
Guest, Thomas, merchant and potash manufacturer .. St. Marys

Haacke, Henry, distiller ..... Bayfield
Hall and Roswell, tanners ..... Bayfield
Harrison, David, merchant ..... St. Marys
Hay, R. M., merchant ..... Stratford
Hicks, John, postmaster ..... Mitchell
Hill, J. & R., merchants ..... Mitchell
Hiton, G. A., tanner ..... Stratford
Hine, W. H., merchant ..... Stratford
Horton, H., saddler, agent Provincial Mutual Insurance Company ..... Goderich
Hunt, Jacob, & Co., tanners ..... Bayfield
Hutton, R., merchant ..... St. Marys
Hyde, J., merchant ..... Stratford

Irwin, Wm., potash manufacturer ..... Stratford

Jarvis, P. R,. merchant ..... Stratford

Keays, Robt., merchant ..... Stratford
Knechtel, John, tanner ..... Egmondville

Lee, U. G. merchant and potash manufacturer ..... Stratford
L'Egeer, J., potash manufacturer ..... St. Marys
Lewis, R. P., druggist ..... Stratford
Logan, Wm., woollen manufacturer ..... Goderich

McCulloch, W. F., miller, distiller and lumber merchant Stratford
McDonald,, John, miller and lumber merchant, and agent Upper Canada Bank ..... Goderich
McDonald and Piper, millers and lumber merchants ... Bayfield
McDonell, John, merchant ..... St. Marys
McIntosh, —., carder and fuller ..... St. Marys
Maxwell J. W., merchant ..... Stratford

Mickle, A. F., postmaster, agent National Loan Fund Life Assurance Company, and Equitable Fire Ins. Co. Stratford
Montieth, J., merchant ..... Stratford
Moore, C., merchant ..... St. Marys
Murray. James, fanning-mill maker ..... Clinton

Nicol and Critenden, millers ..... St. Marys

O'Connor. H. B., merchant ..... Goderich
Orr, A. B., iron founder ..... Stratford

Parke, Robert, merchant ..... Goderich
Parsons, Benjamin, merchant ..... Goderich

Rance, T. and S., merchants ..... Clinton
Rath, Wm., lumber merchant ..... Mitchell
Rich, W. B., agent British America Fire and Life Assurance Company ..... Goderich
Rischmiller, W., lumber merchant, carder and fuller .. Stratford
Rooney, W., merchant ..... Stratford

Seegmiller, Jacob, tanner ..... Goderich
Seegmiller, Adam, tanner ..... Stratford
Seymour, M. B., & Co., merchants ..... Goderich
Small, Wm., miller and lumber merchant ..... Mitchell
Smith, Wm., tanner ..... Goderich
Sparling, C., merchant ..... Harpurhey
Storey, Wm., tinsmith ..... Goderich
Stott, Wm., saddler ..... Goderich

Tippett, C. W., merchant ..... Goderich

Vivian, J. P., brewer ..... Stratford

Watson, James, merchant ..... Goderich
White, W., merchant ..... Goderich
Woodcock, E. printer (Loyalist Office,) ..... Goderich

PROFESSIONAL MEN, &c.

Acland, Arthur, judge of county court ..... Goderich

Brown, George, treasurer of counties ..... Goderich

Clark, John, crown lands agent ..... Goderich

Daly, J. C. W., notary public ..... Stratford

Galt, John, collector of customs and registrar ..... Goderich

Haldan, John, master of grammar school ..... Goderich
Hamilton, Morgan, Dr., and deputy clerk of crown .. Goderich
Hyde, J. Dr., ... Stratford

Jones, Thomas, Mercer, commissioner for Canada company ..... Goderich

Kidd, Thomas, postmaster ..... Goderich
Kirk, J. G., surveyor and commissioner of court of Queen's Bench ..... Stratford

Lewis, Ira, barrister, &c. ..... Goderich
Linton, J. J. E., coroner, notary public, and commissioner of court of Queen's Bench ..... Stratford
Lizars, Daniel G. clerk of peace ..... Goderich
Lizars, D. H. Attorney, &c. ..... Stratford

McDonald, John, sheriff ..... Goderich
McDougal, Peter, Dr. and coroner ..... Goderich
McQueen, Thomas, clerk of county court ..... Goderich
Molesworth, A. N., surveyor and engineer ..... Goderich

Rich, W. B., agent for marriage licenses ..... Goderich
Ritchie, D. H., county clerk ..... Goderich

Stewart, John, barrister, &c. ..... Goderich
Strachan, John, barrister, &c. ..... Goderich

Wandesford, —., portrait painter ..... Goderich
Watson, Dixie, barrister &c., ... Goderich
Widder, Charles, inspector of licenses ..... Goderich
Williams, George, attorney &c., ... Stratford
Willson, James, coroner ..... Stratford

HOTEL, INN, AND TAVERN KEEPERS.

Ellis, Robert, Colborne Hotel ..... Goderich

Gentles, James, Huron Hotel ..... Goderich

Hatch, A. G., ... Stratford
Hicks, John, ... Mitchell

Marlton, Edward, Kincardine Arms ..... Goderich

Rattenbury, Isaac, British Hotel ..... Goderich
Rattenbury, Wm., ... Clinton

Woods, Peter, ... Stratford
Woods, James, ... Stratford

NORTHUMBERLAND AND DURHAM.

MERCHANTS, &c. &c.

Allan, J., merchant and tanner ..... Cobourg
Allen, J. B., last maker ..... Port Hope
Allen, A. G., lumber merchant ..... Grafton
Allen, Charles, cabinet maker ..... Newcastle
Allen, O. H. P., carder and fuller ..... Port Hope
Andrews, James, M., harbour master ..... Port Hope
Armour, Shaw, land agent ..... Cobourg
Armstrong, A., merchant ..... Millbrook
Averill, C., saddler ..... Cobourg

Bailey, James, potter ..... Bowmanville
Baker, Thomas, & Co., axe makers ..... Newcastle
Bamford, and McDowel, merchants ..... Bowmanville
Barrett, William, Junr., waggon maker ..... Port Hope
Bates, John, merchant ..... Port Hope
Bates, Edward, brewer ..... Port Hope
Beamish, J. S., merchant ..... Cobourg
Beamish, William, potash manufacturer ..... Port Hope
Beemish, Francis, merchant ..... Port Hope
Bettes, H. C., merchant and lumber merchant ..... Brighton
Bettes, J., merchant ..... Brighton
Bliss, A., marble worker ..... Port Hope
Boswell, J. V., druggist ..... Cobourg
Boulton, D. E., Agent, National Loan Fund Life, and
Equitable Fire Insurance Company ..... Cobourg

Brogden, Wm., builder ..... Port Hope
Brooke, F. L., merchant ..... Bowmanville
Bruce, Mrs., confectioner ..... Newcastle
Buchan, John, saddler ..... Bowmanville
Buckler, A., watchmaker ..... Port Hope
Bullock & Pentland, merchants ..... Brighton
Burn, David, treasurer of Savings Bank ..... Cobourg
Burnett, W. & D., builders ..... Cobourg
Burnett, David, owner of planing machine ..... Cobourg
Burnham, Wm., general agent ..... Port Hope
Butler, W., harbour master ..... Port Hope

Calcutt and Brother, merchants ..... Cobourg
Calcutt, James, junr., merchant ..... Cobourg
Calcutt, James, miller ..... Cobourg
Calcutt, W. J. K., brewer ..... Cobourg
Campbell, Charles & Co., merchants and distillers ..... Grafton
Campbell, Donald, miller ..... Colborne
Canavan, James, junr., builder ..... Cobourg
Carrol, S. V., potter ..... Colborne
Cawthorne, W. B., watchmaker ..... Port Hope
Chalk, Robert, waggon maker ..... Port Hope
Chapin, Roswell, turner, cabinet and chair maker ..... Colborne
Chrysler, C. & G., merchants ..... Port Hope
Clark, B., merchant ..... Cobourg
Clarke, W., merchant ..... Port Hope
Clench, T. B., cabinet maker ..... Cobourg
Cockburn, James, agent Colonial Life Assurance Co. .. Cobourg
Coleman, David, tanner ..... Grafton
Collins & Williams, tanners ..... Orono
Cooley, Samuel, merchant ..... Trent Port
Crawford, Robert, tanner and saddler ..... Port Hope
Cummings, James, merchant and postmaster ..... Trent Port
Cundle, Jacob, sash, window blind and door maker ... Port Hope

Davidson, J. W., druggist ..... Bowmanville
Davison P. merchant ..... Bowmanville
Deans, J. G., druggist ..... Trent Port
Delancy & Young, merchants ..... Trent Port
Dickson, James, merchant ..... Orono
Draper, John, carpenter ..... Bowmanville
Duncan, Alex., fanning-mill maker ..... Cobourg

Elback, James, fanning-mill maker ..... Newcastle

Elliot H., merchant, miller and Postmaster.....Millville
Elliott, George, distiller.....Port Hope
English, John, merchant.....Enniskillen
Evatt, Francis, Agent Canada Life Insurance Co.....Port Hope

Fairbairn, J., Postmaster and stationer.....Bowmanville
Field, John, merchant.....Cobourg
Fisher, D., merchant.....Bowmanville
Fitzgerald, John, merchant.....Bloomfield
Foster, H., merchant.....Newcastle
Foster & Carson, merchants.....Port Hope
Fox, Philip, owner of planing machine.....Port Hope
Francis, George, merchant.....Trent Port
Franklin, B., tanner.....Brighton
Fraser & McLeod, merchants.....Cobourg
Furby, Wm., printer and cabinet maker.....Port Hope

Gardner, John A., merchant.....Newton (Clarke)
Garnett, Wm., owner of planing machine.....Port Hope
Gifford, G., auctioneer.....Bowmanville
Gifford, G., lumber merchant and tanner.....Orono
Gillett, Hiram, merchant.....Port Hope
Gilmour & Co., millers.....Port Hope
Goodeve & Corrigal, merchants.....Cobourg
Goodeve, G. M., agent Canada Life Ass. Co.....Cobourg
Gordon & Hay, tinsmiths and stove dealers.....Port Hope
Goslee & Teesdale, merchants.....Colborne
Gravely, Wm., merchant.....Cobourg
Green, Charles, land agent.....Cobourg
Grieve, Wm., builder.....Cobourg
Grover, J. M., lumber merchant.....Colborne
Gwatkin, Wm., merchant.....Port Hope

Hales, J., saddler.....Bowmanville
Halliday, Andrew, saddler.....Cobourg
Harper, W. F., agent Commercial Bank.....Port Hope
Harvey, Thomas, merchant.....Cobourg
Harvey & Hutton, merchants and saddlers.....Port Hope
Haskell, Jonathan, builder.....Port Hope
Hastings, T. W., merchant.....Port Hope
Hatton, Samuel, merchant.....Port Hope
Hawkeye, Anthony, saddler.....Cobourg
Hawley, Albert, druggist.....Trent Port

Hay, M., bookseller, and agent Provincial, Equitable, nd National Loan Fund Life and Fire Assurance Companies, and commission agent ..... Port Hope
Hayes, J. D., merchant ..... Colborne
Heagan, M., merchant ..... Trent Port
Helme, John, Junr., iron founder, &c. ..... Port Hope
Henderson, George, livery stable keeper ..... Port Hope
Hewson, W., merchant ..... Newcastle
Hooey, Wm., merchant ..... Port Hope
Hookin, F. T., tin and copper smith ..... Bowmanville
Horton, N., tanner ..... Cobourg
House F., bookseller, &c. ..... Cobourg
Huff, Henry, cabinet maker ..... Cobourg
Hughes, Charles, druggist ..... Port Hope
Hunt, T. W., merchant ..... Bowmanville
Hurst, J. F., merchant, (hardware) ..... Cobourg

Inglis, George, blacksmith ..... Colborne
Ivory, J. & W., carders and fullers ..... Newcastle

Jacobs, J., tanner ..... Newton (Clarke)
Jacobs, George A., merchant ..... Newcastle
Jeffrey, A., merchant, (hardware) ..... Cobourg
Jobes, J. S. tanner ..... Newcastle
Johns E., carder and fuller, and lumber merchant ..... Orono
Johnson, J. A., chair maker ..... Colborne
Jones, Thomas, owner of planing machine ..... Cobourg

Keeler, J., postmaster ..... Colborne
Kennedy John, merchant ..... Cobourg
Kerr, James, druggist ..... Newcastle

Lambert, James, commission and shipping agent ..... Cobourg
Lewis, S., marble worker ..... Cobourg
Little, Thomas, shoemaker ..... Port Hope
Lockhead, J., merchant ..... Cobourg
Lovekins, J. P., nurseryman ..... Newcastle

Macauly, W. J., merchant and tanner ..... Trent Port
McBean, A., merchant ..... Cobourg
McConnel, J., carriage maker ..... Cobourg
McCormick, J., carriage maker ..... Cobourg
McCoy, S., merchant ..... Newcastle
McDermot, & Walsh, merchants ..... Port Hope

McFeeter, James, merchant ..... Bowmanville
McIntosh & Co., merchants and millers ..... Newcastle
McIntyre, Robert, merchant ..... Port Hope
McKechnie & Winans, woollen manufacturers ..... Cobourg
McLennon, McLeod & Co., merchants ..... Port Hope
McMillan & Begg, printers, (Bowmanville Messenger,) Bowmanville
McMurtry, Wm., merchant ..... Bowmanville
McNaughton & Hunter, merchants ..... Newcastle
McPhail, A., druggist ..... Port Hope
Madden, C., currier ..... Newton
Magnan, P. Z. & Co., merchants ..... Port Hope
Mallory, A., merchant ..... Enniskillen
Martin, J. J., tinsmith ..... Cobourg
Mason, Samuel, saddler ..... Bowmanville
Massey, Daniel, iron founder ..... Newcastle
Mather John, tanner ..... Port Hope
Mathews, W. waggon maker ..... Port Hope
Maxwell, Robert, merchant ..... Port Hope
Merriman, J. M., lumber merchant ..... Colborne
Metcalfe, T. W., merchant ..... Port Hope
Metcalfe, T. W., merchant ..... Bowmanville
Might, John, saddler and harness maker ..... Port Hope
Milne, Andrew, tailor ..... Cobourg
Mitchell, Z., grocer ..... Bowmanville
Molson, Thomas, miller, distiller and lumber merchant. Port Hope
Morgan, C. H., agent Montreal Bank ..... Cobourg
Morgan, James, waggon maker ..... Port Hope
Morrow, Thomas, saddler ..... Cobourg
Morton, John & Co. merchants ..... Port Hope
Moscrip, A., iron founder ..... Cobourg
Muirs, Wm., tanner ..... Bowmanville
Munson, Alfred, carriage maker ..... Cobourg
Murphy, F., auctioneer and commission agent ..... Port Hope

Neads, Jacob, merchant ..... Bowmanville
Neville, Charles C., agent Provincial Mutual Insurance Company ..... Bowmanville
Newman, Joseph, merchant ..... Port Hope
Newson, S. F., builder ..... Bowmanville
Nicol, Andrew, miller ..... Orono
Nixon, John, watchmaker ..... Cobourg

O'Connor, L., grocer ..... Bowmanville
Ormiston, L., merchant and lumber merchant ..... Millville

Page, C. W. H., merchant ..... Grafton
Pearson, Wm., saddler ..... Cobourg
Perry, E. & Co., merchants and millers ..... Cobourg
Perry, H., watchmaker ..... Port Hope
Perry & Thatcher, booksellers, &c. ..... Port Hope
Platt, Isaac, miller ..... Brighton
Pollard, P., tinsmith and stove dealer ..... Port Hope
Pomeroy, Wm., merchant ..... Cobourg
Porter, Wm., iron founder ..... Bowmanville
Porter, Arch., iron founder and waggon maker ..... Port Hope
Pringle, James, druggist and bookseller ..... Cobourg
Pringle, Alex., watchmaker ..... Cobourg
Proctor, John E., merchant ..... Brighton
Purvis, Joseph, shoemaker ..... Clarke

Quinlan, C., tinsmith and stove dealer ..... Port Hope

Redmond, G. W., merchant ..... Trent Port
Reid, H. S., agent Upper Canada Bank ..... Bowmanville
Robertson, Donald, merchant ..... Colborne
Robertson, R., merchant ..... Port Hope
Robertson Peter, tanner ..... Port Hope
Robson, John J., harbour master ..... Bond Head Harbour
Ross, John & Co., merchants ..... Port Hope
Russell, W. F., cabinet maker ..... Port Hope
Ruttan, H. J., proprietor of "Cobourg Star" ..... Cobourg

Saisberry, F., soap and candle maker ..... Port Hope
Sanders, H. V., merchant ..... Port Hope
Scott, Thomas, postmaster ..... Cobourg
Scott, Reuben, lumber merchant, iron founder, &c. .. Colborne
Scott & Strong, merchants ..... Cobourg
Shaw, G. E., merchant ..... Newton (Clarke)
Shea, Wm., tinsmith and hardware merchant ..... Trent Port
Sherin, Robert, carriage maker ..... Port Hope
Short, John, postmaster ..... Newcastle
Silver, Edward, chair maker ..... Bowmanville
Simpson, J., agent Bank of Montreal ..... Bowmanville
Simpson, J. & Co., millers, merchants and distillers ... Bowmanville
Simpson, Wm., merchant ..... Brighton
Singleton, E. C., merchant ..... Brighton
Smart, David, merchant, postmaster, and agent Colonial Life Assurance Company, and Kingston Fire and Marine Insurance Company ..... Port Hope

Smart, John, agent British America Fire and Life Assurance Company, and notary public ..... Port Hope
Smith, E. P., agent Upper Canada Bank ..... Port Hope
Smith, N. C., merchant ..... Newton (Clarke)
Spalding, J., brewer ..... Port Hope
Squair, Robert, miller, (oatmeal) ..... Bowmanville
Squire, Henry, merchant ..... Brighton
Stalter, Jacob, lumber merchant ..... Bowmanville
Stephens, George, cabinet maker ..... Cobourg
Stephens, James, tanner ..... Bowmanville
Stewart, J. B., stationer, &c. ..... Cobourg
Stickle, H., carriage maker ..... Cobourg
Stott, Thomas, coach maker ..... Bowmanville
Straton, S., shoemaker ..... Clarke
Sutherland, J., merchant ..... Cobourg
Sutton, T. C., druggist ..... Bowmanville

Tamblyn, Thomas, tanner ..... Newcastle
Taylor, John, post master ..... Grafton
Taylor, A. & Co., merchants ..... Grafton
Templeton, George, merchant ..... Newcastle
Thomas, Charles, merchant ..... Orono
Todman Joseph, tanner ..... Colborne
Tourje, W., tinsmith ..... Cobourg
Tremaine, W., & Co. plaster merchants ..... Cobourg
Trickey, J. M. & Co., fork makers ..... Newcastle
Tucker, J. L., merchant and lumber merchant ..... Orono
Turner & Marmion, merchants ..... Port Hope
Tyre, Greene & Co., merchants ..... Port Hope

Ullyot, Dalton, merchant ..... Newton (Clarke)
Usher, C. S., miller ..... Bowmanville

Vancamp, J. & G., merchants ..... Bowmanville
Vernon, H., druggist ..... Grafton

Waddell, Arch., fanning-mill maker ..... Cobourg
Waddell, R. N., merchant and agent Montreal Bank .. Port Hope
Wade & Jeckell, Hamilton Gardens, near ..... Port Hope
Wadleigh, P. R., turner ..... Port Hope
Ward, John A., brewer ..... Port Hope
Weaver, C., distiller ..... Trent Port
White, Charles C., miller ..... Cobourg
White, William, blacksmith ..... Clarke

Whitelaw J., tinsmith ..... Cobourg
Williams, D. D., lumber merchant ..... Bowmanville
Wilmot, Lewis, tanner ..... Newcastle
Wilmot, Samuel, general agent ..... Newcastle
Wilson, J., potter ..... Bowmanville
Wilson, John A., shoemaker ..... Cobourg
Wyman, W., merchant ..... Orono

Yerrington, A., iron founder ..... Cobourg

PROFESSIONAL MEN, &c., &c.

Allen, B. M., notary public ..... Newcastle
Armour, R., barrister, &c. ..... Bowmanville
Austin, James, Dr. ..... Cobourg

Beatty, John, Dr., professor of natural philosophy and chemistry, Victoria College ..... Cobourg
Bethune, Rev. A. N., D. D., Diocesan Theological Institute ..... Cobourg
Boswell, George M., judge of county court ..... Cobourg
Boucher, R. M., barrister, &c., ... Colborne
Boulton, G. S., barrister and registrar of county of Northumberland ..... Cobourg
Boulton, D. E., barrister, &c ..... Cobourg
Brodie, James, attorney, &c. ..... Mill Brook
Burnham, Z., treasurer of county ..... Cobourg
Burnham, A. A., warden of county ..... Cobourg

Chatteton, R. D., clerk of county court and deputy clerk of crown ..... Cobourg
Coate, Dr. ..... Bowmanville
Cockburn, James, barrister, &c. ..... Cobourg

Dumble, Jno., surveyor and civil engineer ..... Cobourg
Dumble, Thomas, surveyor and civil engineer ..... Cobourg
Dunn, Mrs. & Misses, ladies school ..... Cobourg

Eastwood, C. S., Dr. ..... Newton
Evatt, W. H., Dr. ..... Port Hope
Eyre, J., barrister, &c. ..... Brighton

Garratt, W. A., barrister, &c. ..... Cobourg
Gilchrist, John, Dr. ..... Port Hope
Gilchrist, Hiram, Dr. ..... Port Hope
Gilchrist, James, Dr. ..... Cobourg
Goldstone, George, Dr. ..... Cobourg
Gross, P., Dr. ..... Brighton

Henderson, Jones, attorney, &c. ..... Port Hope
Henderson, Thomas, notary public ..... Port Hope
Holywell, Thomas, Dr. ..... Cobourg
Hubbel, H. S., barrister, &c. ..... Trent Port
Hudspeth, Robert, master of grammar school ..... Cobourg
Hutcheson, St. John H., barrister ..... Bowmanville

Ivory, P., surveyor ..... Newcastle

Jellett, Morgan, county clerk ..... Cobourg
Jessop, Rev. H. B., Cobourg church grammar school . Cobourg

Kerr, James, Dr. ..... Newcastle
King, W. G., master of grammar school ..... Bowmanville
Kingston, W., professor of mathematics, Victoria College ..... Cobourg
Kirchoffer, N., barrister, &c. ..... Port Hope
Kittson, W. H., collector of customs ..... Cobourg

Little, John, Dr. ..... Port Hope
Low, G. H., Dr. ..... Bowmanville

McCullough, Dr. ..... Millville
McDonald, A., barrister, &c. ..... Cobourg
McKibben, James, inspector of licenses ..... Port Hope
Myers, A. H., barrister ..... Trent Port

Nelles, S. S., Rev., principal of Victoria College, and professor of classical literature and rhetoric ..... Cobourg

Patterson, B., Dr. ..... Colborne
Pearks & Brogden, attorneys, &c. ..... Port Hope
Perks, George, Dr. ..... Port Hope
Powers, J. P., Dr. ..... Colborne
Pugh, Frederick, Dr. ..... Colborne

Robertson, J., barrister ..... Trent Port
Roche, John K., surveyor ..... Port Hope

Rose, W. N., Dr. ..... Newcastle
Rowan, Dr. ..... Cobourg
Ruttan, H., Sheriff ..... Cobourg
Ruttan R., barrister, &c. ..... Cobourg

Scott, James, barrister ..... Port Hope
Smith, Wm. M., Dr. ..... Port Hope
Smith & Bennett, barristers, &c. ..... Cobourg
Smith, J. & J. S., barristers, &c. ..... Port Hope
Smith, E. P., crown lands agent ..... Port Hope
Steele, John, proprietor and editor of "Port Hope Watchman" ..... Port Hope

Tolkien, Dr. ..... Trent Port

Vernon, H., surgeon ..... Grafton

Walsh, S. S., collector of customs ..... Grafton Harbour
Ward, G. C., registrar of county of Durham, and barrister ..... Port Hope
Ward, Thomas, clerk of peace, agent for marriage licenses, and judge of surrogate court ..... Port Hope
Whitehead, M. F., collector of customs, barrister, and registrar of surrogate court ..... Port Hope
Wright, W. P., classical tutor, Victoria College ..... Cobourg

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HOTEL, INN, AND TAVERN KEEPERS.

Arkland, John ..... Grafton

Church, W. T., "Albion" ..... Cobourg

Duignan, T., "Globe" ..... Cobourg

Farmer, Mrs., "North American" ..... Cobourg
Ford, Jacob ..... Trent Port

Haight, Mrs., ... Colborne
Hastings, T. W., "North American" ..... Port Hope
Hinds, A., "Waverly House" ..... Bowmanville
Hodge, T. ..... Brighton

Patterson, W. H. ..... Grafton

Reynolds, John, "Queen's Arms" ..... Port Hope
Rowland, Wm., "Rowland's Hotel" ..... Port Hope

Seagar, John, ... Trent Port
Shaw, J. ..... Bowmanville
Strong, N., "Ontario House" ..... Port Hope

Tennery, J. E. ..... Newcastle

Varcoe, Richard ..... Newcastle

Weaver, John ..... Trent Port

COUNTY OF HASTINGS.

MERCHANTS, &c.

Ackerell, Daniel, veterinary surgeon ..... Belleville
Ackers, James, lumber merchant ..... Rawdon
Andrew, John, merchant ..... Belleville
Appleby, L. A., merchant and potash manufacturer Shannonville

Baker, William, miller and merchant ..... Rawdon
Becket, Paul, cabinet-maker ..... Belleville
Becket, J., saddler ..... Belleville
Blacklock, J., grocer ..... Belleville
Blackly, J., merchant ..... Rawdon
Blecker, Tobias, lumber merchant ..... Belleville
Bliss and Jordan, iron founders ..... Belleville
Bogart, D. D., lumber merchant ..... Belleville
Bowell and Moore, printers (Intelligencer Office) ..... Belleville
Boyd, T., hair dresser ..... Belleville
Brown, G. & J., iron founders ..... Belleville
Brown, John, blacksmith ..... Belleville
Bruce, Thomas, baker ..... Belleville
Bull, Henry, merchant ..... Belleville

Burleigh, George, tanner ..... Shannonville
Burnham, W. R., merchant ..... Belleville
Burnham & Cole, merchants and potash manufacturers Caneff's Mills

Cadwell, J. S., baker, ... Belleville
Campbell, J., merchant ..... Belleville
Campbell, W., merchant ..... Shannonville
Caneff, Joseph, miller and lumber merchant ..... Caneff's Mills
Caneff, John, Junr., merchant ..... Caneff's Mills
Carrol, W., tanner ..... Rawdon
Chandler, E., druggist ..... Belleville
Conlan, B., brewer ..... Belleville
Corby, Thomas, baker ..... Belleville
Curly, Daniel, potash manufacturer ..... Belleville

Dame, Aaron, pail manufacturer ..... Belleville
Davy, B. F., merchant ..... Belleville

Easton, James, merchant ..... Belleville
Easton, J., miller (Sidney Mills) ..... Belleville

Findlay, W., Agent Commercial Bank ..... Belleville
Flint and Yeomans, lumber merchants ..... Belleville
Fredenbourgh, J., owner of planing machine ..... Caneff's Mills
Frizzell, N., merchant and potash manufacturer ..... Shannonville
Frizzell, Wm., marble worker ..... Belleville
Fry, A., tinsmith ..... Belleville
Fuller and Barnes, millers and lumber merchants ..... Caneff's Mills
Furnival, J. W., saddler ..... Belleville

German, Jacob, merchant, ... Rawdon
German, G. D., carriage maker ..... Shannonville
Green, James, builder ..... Belleville
Hall, J. B., brewer ..... Belleville
Hardy, Wm., watchmaker ..... Belleville

Harrison, H., hatter ..... Belleville
Harrison, James, bookseller ..... Belleville
Haymes, J. and G., hatters ..... Belleville
Herrick, E. P., bookseller ..... Belleville
Hess, T., axe maker ..... Belleville
Hickey, ——, bookseller ..... Belleville
Holden, E., agent Bank of Upper Canada ..... Belleville
Holden, H., merchant, postmaster, and potash manufacturer ..... Shannonville

Holden and Sawyer, chemists and druggists ..... Belleville
Holden, E. W., merchant ..... Belleville
Horan and Fay, iron founders ..... Belleville
Jenison, I. S., paper maker ..... Belleville
Jenkins, Wm., tanner ..... Shannonville
Johns, D. B., merchant ..... Rawdon
Johns, S., merchant ..... Rawdon
Jones, N., merchant ..... Belleville
Jones, R. H., carriage maker ..... Belleville
Judd, A., merchant ..... Belleville

Keith, J. & J., carriage makers ..... Belleville
Kelso, W. H., merchant ..... Rawdon
Kent, C., soap and candle maker ..... Belleville
Kerr, W. K., soap and candle maker ..... Belleville

Lafontaine & Ward, axe makers ..... Belleville
Lake, N., merchant ..... Rawdon
Lander, Andrew, watchmaker ..... Belleville
Le Barge, Joseph, auctioneer ..... Belleville
Lee, William, builder ..... Belleville
Levesconte, C. G. & Co., chemists and druggists ..... Belleville
Lewis, John, hardware merchant ..... Belleville
Lingham J. & brother, millers and lumber merchants ..... Caneff's Mills
Lord, John, iron founder ..... Frankford
Loynes, George, saddler ..... Belleville
Lyons, H. K., tinsmith ..... Belleville

Macanany, F., agent Provincial Insurance Company ..... Belleville
McCurdy, J., auctioneer ..... Belleville
McDonald, John, lumber merchant ..... Belleville
McGee, P., merchant ..... Rawdon
McGennis, Hugh, distiller ..... Belleville
McNider, Q., agent Montreal Bank ..... Belleville
McTaggart, R., carder and fuller ..... Caneff's Mills
Madden H., watchmaker ..... Belleville
Maybee, A., merchant ..... Belleville
Meacham. J. H., postmaster ..... Belleville
Miles, E., printer, (Chronicle Office ..... Belleville
Munro, S., forwarder ..... Belleville
Myers, W. W., lumber merchant ..... Belleville

Neilson, George, builder ..... Belleville
Northgraves, W., watchmaker ..... Belleville

Northgraves, F., watchmaker ..... Belleville
Nulty, M., auctioneer ..... Belleville

Oddie, John, grocer ..... Belleville

Parker, Thomas, inspector of potash ..... Belleville
Phippen, John, soap and candle maker ..... Belleville
Pretty, H., forwarder ..... Belleville
Pringle, J. D., builder ..... Belleville
Proctor, A. E., axe maker ..... Belleville

Read, Robert, distiller and tanner ..... Belleville
Reed G., Morocco leather maker ..... Belleville
Reeves, J. saddler ..... Belleville
Regan, John, builder ..... Belleville
Robertson, P., merchant ..... Belleville
Roblin, M. Miller and lumber merchant ..... Frankford
Ross & Bell, agents Moutreal, Fire, Life and Inland Marine Assurance Company ..... Belleville
Ross, James, merchant ..... Belleville
Roy, R. M., inspector of beef and pork ..... Belleville
Russell, E. P., blind and cabinet maker ..... Belleville
Rutherford, J., builder ..... Belleville

Savage, J. G., cabinet maker ..... Belleville
Scott, J., blacksmith ..... Belleville
Seeley, C., saddler ..... Rawdon
Sierrichs, Harmon, miller (Grove Mills) ..... Belleville
Sleepers & Nicholson, carders and fullers ..... Caneff's Mills
Smith, R., woollen manufacturer ..... Belleville
Smith, P. E. & D., merchants ..... Belleville
Smith, David, lumber merchant ..... Belleville
Smith, S. B., tinsmith ..... Belleville
Smith, A. L., tinsmith ..... Belleville
Stevens, Samuel, tanner and saddler ..... Caneff's Mills
Stewart, Alex., merchant ..... Belleville

Taylor, Nicol, grocer ..... Belleville
Taylor, ——, brewer ..... Belleville
Taylor, Richard, cabinet maker ..... Belleville
Thomas, J., nurseryman ..... Belleville
Thompson, W., brewer ..... Belleville
Todd, Joseph, grocer ..... Belleville
Tossell, W., hair dresser ..... Belleville
Turnbull, J. S., merchant ..... Belleville

Turnbull, C E., merchant ..... Caneff's Mills

Urquhart, D., merchant ..... Caneff's Mills

Walbridge, F., lumber merchant ..... Shannonville
Walker & Pray, millers, (Coleman's Mills) ..... Belleville
Ward, John M., merchant and potash manufacturer ... Rawdon
Wright, Arthur, merchant ..... Belleville
Wright, F., merchant ..... Belleville
Wright, A., tanner ..... Rawdon
Wright & York, distillers ..... Rawdon

Yeomans, A., builder ..... Belleville

PROFESSIONAL MEN, &c.

Allanson, Mrs., ladies school ..... Belleville

Benjamin, G., registrar ..... Belleville
Benson, S. M., surveyor ..... Belleville
Benson, C. O., barrister ..... Belleville
Bowen, Wm., registrar of surrogate court ..... Belleville
Breakenridge, John, barrister ..... Belleville
Breakenridge, Wm., attorney ..... Belleville
Bristol, D., Dr. ..... Caneff's Mills

Dougall, B., barrister ..... Belleville
Dougall, Allan, attorney ..... Belleville

Elmore, P. V., surveyor ..... Belleville

Finden, S. S. collector of customs ..... Belleville
Fitzgibbon, J. G., barrister ..... Belleville

Haslett, J. J., surveyor ..... Belleville
Henderson, G. E., barrister ..... Belleville
Holden, R., Dr. ..... Belleville
Hope, W. Dr. ..... Belleville

Lister, James, Dr. ..... Belleville

Macanany, F., crown lands agent and treasurer ..... Belleville

Macdonald, J. A., solicitor to Commercial Bank ..... Belleville
McLean, —— Dr. ..... Rawdon
Marshall, Mrs. & Miss, ladies school ..... Belleville
Moodie, J. W. D., sheriff ..... Belleville
Moore, Thos., Dr. ..... Shannonville
Murney, E., barrister ..... Belleville

O'Hare, John, barrister ..... Belleville

Peterson, P., inspector of licenses ..... Belleville
Power, J., Dr. ..... Belleville
Ponton, W., deputy clerk of crown ..... Belleville

Ridley, G. N., Dr. ..... Belleville
Ross & Bell, barristers &c., solicitors to Montreal Bank Belleville
Rylea, G. V., dentist ..... Belleville

Smart, W., judge of County Court ..... Belleville

Wallbridge, A. H., barrister ..... Belleville
Wallbridge, Lewis, barrister and solicitor to Bank of Upper Canada ..... Belleville
Walton, B., Dr., ... Belleville

Young, A., Dr. ..... Rawdon

HOTEL, INN, AND TAVERN KEEPERS.

Cook, John, ... Shannonville

Edwards, S. C, ... Belleville

Fanning, H. ..... Belleville

Harper, Samuel, ... Belleville
Huffman, Peter, ... Belleville

Lewis, E. H. ..... Shannonville

Martin, Wm. ..... Belleville
Munro, Royal, ... Belleville

Parker, Robert, ... Rawdon

Vandervoort, D. S., ... Belleville

Weese, John, ... Belleville

PRINCE EDWARD.

MERCHANTS, &c.

Ainslie, H., postmaster ..... Cherry Valley

Barker, David, postmaster ..... Picton
Barker, David, iron founder and lumber merchant .. Picton
Biggar, Charles, merchant ..... Carrying Place
Bog, Thomas & Co., merchants ..... Picton
Brady, E., merchant ..... Consecon
Bull, C. & Brother, millers ..... Bloomfield
Butler, S., waggon maker ..... Demorestville

Chadd, George, grocer ..... Picton
Chapman & Striker, druggists, grocers, &c. ..... Picton
Clapp. James, miller ..... Milford
Clark, Wm., watchmaker ..... Picton
Clark, P., merchant, post master and potash maker .. Bloomfield
Clark, R., tinsmith ..... Wellington
Cook, J. & W. D., merchants, carders and fullers, millers and lumber merchants ..... Milford
Cooper, Wm., merchant ..... Port Milford
Cooper & Burlingham, millers ..... Bloomfield
Cooper James, tanner ..... Bloomfield
Cummings, Joseph, tanner ..... Wellington

Darling, Robert, agent Provincial Mutual, and Canada Life Assurance Companies ..... Consecon
Donelly, Thomas, editor and proprietor of the "Gazette" ..... Picton
Dunning, J., tanner ..... Demorestville

Fagan, Edward, postmaster ..... Milford
Ferguson, R., lumber merchant ..... Picton
Fralick, J. J., merchant ..... Picton

Gillespie, James, cabinet maker ..... Picton
Gordon, ——, merchant ..... Northport

Haight, C., bookseller and druggist ..... Picton
Hart, Wm. & Co., potters ..... Picton
Hart, S., carriage maker ..... Picton
Hart, Alex., merchant ..... Demorestville
Hazlitt & Smith, merchants ..... Demorestville
Henderson, P. R., merchant ..... Wellington
Hicks, John, saddler ..... Consecon
Hubbs, Adam, tanner ..... Picton
Hycke, S., tanner ..... Wellington

Johnson & Arthur, lumber merchants ..... Consecon

Kirkland, W. & J., merchants ..... Consecon
Kirkland, W., postmaster ..... Consecon

Lake, D. M., miller and plaster merchant ..... Stone Mills
Lane, J. T., lumber merchant ..... Wellington

McCarrol, John, merchant and potash maker ..... Millford
McDowall, Robert, merchant, miller, lumber merchant, carder and fuller ..... Demorestville
McFaul, B. & Co., merchants, &c. ..... Picton
McFaul, A., merchant and post master ..... Wellington
Marsh, A., merchant ..... Consecon
Millar & Brothers, merchants, tanners, and potash makers ..... Picton
Mitchell, R., merchant ..... Picton
Morden, James, merchant ..... Northport
Morgan, Samuel, lumber merchant ..... Bloomfield
Morgan & Bowman, millers ..... Bloomfield
Mortimer, Cecil, agent Bank of Montreal ..... Picton
Mullet, John, tanner ..... Picton

Norman, R. A., tinsmith ..... Picton
Northgraves, W., watchmaker ..... Picton

Pennock, S., & Son, merchants ..... Consecon
Phillips, R., saddler ..... Wellington
Pier, C., bookseller and hatter ..... Picton

Ramsay, Robert, merchant ..... Picton
Ross, Walter & Co., merchants ..... Picton

Sawyer, Rufus, cabinet maker ..... Picton
Scully, J., merchant ..... Wellington

Sellick, T. D., tailor ..... Wellington
Smith, David, agent Commercial Bank Midland District, Picton
Smith, Benjamin, dealer in boots and shoes ..... Demorestville
Solmes, Samuel, postmaster ..... Northport
Spafford, S., lumber merchant ..... Cherry Valley
Sprague, N., postmaster ..... Demorestville
Striker, A. N., editor and proprietor of the "Sun" .. Picton
Sweeney, Wm., hatter and furrier ..... Picton
Taylor, Francis, brewer ..... Picton
Terry, T. G., iron founder, ... Wellington
Thirkell, John, merchant ..... Bloomfield
Thorp, H. J., distiller ..... Picton
Thorp, H. J. & Co., merchants, ... Picton

Vance, John, merchant, ... Picton

Wallace, L., saddler, ... Picton
Ward, George, maltster, ... Wellington
Washburn, Paul E., merchant, ... Picton
Whittier, Clark, merchant and tinsmith, ... Consecon
Wilkins, Robert C., miller, carder and fuller, ... Consecon
Wilson & Son, iron founders and merchants ..... Picton
Wilson, S., miller and lumber merchant ..... Stone Mills
Witherell & Taylor, tinsmiths and boot & shoemakers Picton
Wright, W., saddler, ... Wellington
Wright, J. G., saddler, ... Demorestville
Wright & Barton, waggon makers ..... Demorestville
Wycott, James, ironmonger ..... Picton

PROFESSIONAL MEN, &c.

Allen, J. Y, Dr. ..... Demorestville

Bullock, R. K., collector of customs ..... Port Milford

Chapman, R. J., county clerk ..... Picton
Curlett, James F., Dr. ..... Demorestville

Darling, Robert, notary public, ... Consecon

Fairfield, D. L., Judge of County Court ..... Picton
Fitzgerald, R. J., barrister ..... Picton

Hubbs, Adam, inspector of licenses ..... Picton

Lougheed, Joseph, Dr. ..... Consecon
Low, Philip, clerk of peace ..... Picton
Low & Patterson, barristers ..... Picton

McDonald, James, sheriff ..... Picton
Merrill, Samuel, registrar of surrogate court & barrister Picton
Moore, Thomas, Dr. and coroner ..... Picton
Moore, A. J., attorney ..... Picton
Mortimer, Cecil, deputy clerk of crown, clerk of county court, and agent for marriage licenses ..... Picton
Mulligan, George K., master of grammar school .... Picton

Pruyn, A. V. V., Dr. ..... Picton

Roblin, John P., crown lands agent, collector of customs and registrar ..... Picton

Smith, David, treasurer ..... Picton

Washburn, Simeon, judge of surrogate court ..... Picton
Washburn, P. E., coroner ..... Picton
Worthington, Thomas, collector of customs ..... Wellington

HOTEL, INN, AND TAVERN KEEPERS.

Alexander, William, ... Picton

Leatch, J., ... Picton

Leatch, Hugh, ... Demorestville

FRONTENAC, LENNOX, AND ADDINGTON.

CITY OF KINGSTON.

MERCHANTS, &c. &c.

Abbott, Mrs., milliner and dress maker ..... Clarence street
Allen, William, tinsmith ..... Princess street
Anderson, David, confectioner ..... Ontario stree
Andrews, G. W., mercer and tailor ..... Wellington st eet
Angel, Thomas J., broker ..... King street
Anglin, William, city chamberlain ..... City Hall
Anglin, Samuel, shoemaker ..... Wellington street
Armstrong, Edward, wheelwright ..... Princess street

Bajus, Jacob, brewer ..... Wellington street
Baker, James, auctioneer and grocer ..... King street
Bank, Commercial, of Midland District ..... Princess street
Bank, British North America ..... Ontario street
Bank, of Montreal ..... King street
Bartliff, Henry, auctioneer ..... King street
Bartrim, John, shoemaker ..... Brock street
Bassman, Henry, cabinet maker ..... Wellington street
Baxter, George, secretary and treasurer of Kingston building society ..... King street
Benson, H. W., tallow chandler ..... Clarence street
Blacklock, Robert, grocer ..... Princess street
Bowen, William, forwarder ..... Johnson street
Bowers, John P., tanner ..... Maitland street
Bowes, Timothy, shoemaker ..... King street
Boyle, Henry, tinsmith ..... Wellington street
Brent, Charles, chemist and druggist ..... Princess street

Briggs, Thomas, agent Globe Insurance Co. ..... Princess street
Brown & Harty, wholesale and retail merchants ..... Market square
Bruce, Joseph, grocer ..... Princess street
Bryce, J. D. & Co., dry goods merchants ..... King street
Building Society, City of Kingston ..... King street
Butler, Thomas O., cabinet maker ..... Queen street

Cameron & Livingston, brewers (City Crewery) ..... Ontario street
Carruthers John, wholesale merchant ..... Ontario street
Chambers, Archibald, grocer ..... Barrack street
Chichester, A., dry goods merchant ..... Princess street
Chown, Edwin, iron founder ..... Princess street
Chown, Samuel, shoemaker ..... Wellington street
Chown, Arthur, tinsmith ..... Princess street
Cicolari, Alexander, confectioner ..... King street
Cokill, Thomas, tailor ..... Barrack street
Commissariat Office, ... Ontario street
Coombs, William H., schoolmaster ..... Bagot street
Counter, John, owner of Marine Railway ..... Ontario street
Craig, William, accountant ..... King street
Craig, Arthur W., baker ..... King street
Creighton, James M., printer ..... Brock street
Cridiford, Thomas, confectioner ..... Princess street
Cridiford, John, hair dresser ..... King street
Cruse, Thomas, tallow chandler ..... Williamsville
Custom House ..... Ontario street

Daly, Patrick, tailor ..... Princess street
Davidson, George, builder ..... Queen street
Denn, William, crockery merchant ..... Brock street
Deykes, Thomas, dry doods merchant ..... King street
Dickinson Mrs., tinsmith ..... Princess street
Dickson, R., grocer ..... King street
Dillon, Joseph, shoemaker ..... Brock street
Douglass, Miss, ladies school ..... Princess street
Drennan, Samuel T., dry goods merchant ..... Princess street
Driscoll, Mrs., boarding house ..... King street
Drummond, Andrew, agent Bank of Montreal ..... King street
Duff, John, bookseller and stationer ..... King street
Dumble, Henry, confectioner ..... Brock street
Dunlop, James M., grocer ..... Ontario street
Dupuy, H., agent National Loan Fund Life Assurance and Equitable Fire Insurance Companies ..... Ontario street

Elamanzi, John, frame maker ..... Brock street

Farrel, Peter, grocer ..... Brock street
Fern, Mrs. C., boot and shoe store ..... Princess street
Filey, William, builder ..... Bagot street
Flanagan, Michael, city clerk ..... City Hall
Ford, William, junr., leather merchant ..... King street
Foster, Abraham, grocer ..... Princess street
Foster, Arthur, grocer ..... Brock street
Fraser, Hugh, wholesale merchant ..... Ontario street
Fraser, Alexander, grocer ..... Ontario street
Fraser, James, grocer ..... Ontario street
Fraser, John, hardware merchant ..... Princess street
Furzer, John, livery stable keeper ..... Brock street

Gas Company's Office ..... Queen street
Gay, Charles, tanner ..... Bay street
George, Frederick J., dry goods merchant ..... Princess street
George, John, shoemaker ..... King street
Glass, James, hardware merchant ..... King street
Glassup, Thomas, accountant ..... Princess street
Grant, W., agent, Colonial Life Assurance, and Provincial Mutual Insurance Companies ..... King street
Greene, M. L., furrier ..... Wellington street

Haight, Horace, saddler ..... Brock street
Haines, Foster, & Co., dry goods merchant ..... Princess street
Haldenby, William, tailor ..... King street
Hales, Charles, merchant ..... Princess street
Hance, J. T., livery stable keeper ..... Princess street
Hardy, E. H., dry goods merchant ..... Princess stseet
Hardy, George, match maker ..... Princess street
Harkess, John, crockery merchant ..... King street
Harper, Miss, ladies school ..... Gore street
Harper, Mrs., milliner and dress maker ..... Brock street
Harper, F. A., commissioner Trust and Loan Company ..... King strert
Hatch, Chester, chair maker ..... Princess street
Haven J,. C., broker ..... King street
Healy & Mullen, grocers ..... Ontario street
Heath, Charles, druggist and bookseller ..... Princess street
Hendry, Thomas, grocer ..... Princess street
Hendry, Robert, tallow chandler ..... Earl street
Hickey, Mrs., dry goods merchant ..... Wellington street

Hinds, W. G., agent Bank of Upper Canada ..... Queen street
Hobrough, Charles, bookbinder ..... City buildings
Holdgate, William, cabinet maker ..... Princess street
Holland, Brothers, hardware merchants ..... Princess street
Holmes, William, mechanist ..... Princess street
Honeyman, John, iron founder ..... Gore street
Hooker & Holton, forwarders ..... Clarence street
Hope, Isaac, builder ..... Colborne street
Horsey, R. M., tinsmith ..... Princess street
Horsey, John, tinsmith ..... Wellington street
Hunter, George, cabinet maker ..... Clarence street
Hutchinson, Charles, tailor ..... Brock street

Ireland, William, secretary to Kingston Marine and Fire Insurance Company ..... Clarence street
Jenkins, D. B., ship chandler ..... Ontario street
Jones H. & J., forwarders ..... Barrack street

Kane, D., wheelwright ..... Wellington street
Keeley, William, tailor ..... King street
Kelly, William, painter ..... King street
Kennedy, George, dry goods merchant ..... Princess street
King, Mrs., ladies school ..... King street
King, James, grocer ..... Rideau street
King, P., grocer ..... King street

Linton, James, auctioneer ..... City buildings
Livingston, Archibald, grocer ..... Princess street

McCormick, Robert, grocer ..... Princess street
McCracken, William, dry-goods merchant ..... Princess street
McCrea, Thomas W., carriage maker ..... Princess street
McCuaig & Co., forwarders ..... Queen street
McCutcheon, Thomas, tallow chandler ..... Queen street
McDermot, Thomas, cabinet maker ..... Brock street
Macdonald, Hector, carriage maker ..... Princess street
Macdowall, James A., furrier ..... Brock street
McGrogan, P., lime burner ..... Beverley street
McIntosh, Donald, forwarder ..... Gore street
McKay, Donald, grocer, ... Brock street
McKeever, Thomas, grain dealer ..... Brock street
McManaman, Patrick, clothier, &c. ..... Brock street
McMillan, Charles, toy merchant and music seller ..... Brock street
McMillan, William, boot and shoe store ..... Brock street

McNee & Waddell, dry goods merchants ..... Princess street
McNeil, John, grocer ..... Princess street
Macpherson & Co., forwarders ..... Princess street
Main, Adam, cabinet maker ..... Wellington street
Mair, Alexander, iron founder ..... Princess street
Marriott, George, blacksmith ..... Princess street
Martin, H. J., grocer ..... King street
Martin, William, grocer ..... Princess street
Mathews, Robert, builder ..... Johnson street
Mayne, Miss, milliner ..... Barrack street
Meadows, Benjamin, tallow chandler ..... Princess street
Milner, Joseph, builder ..... Barrie street
Milo, Francis, painter ..... Princess street
Mink, George, livery stable keeper ..... Clarence street
Minnis, William P., tanner ..... Princess street
Moody, William, gunsmith ..... Clarence street
Moore, William, tailor ..... Brock street
Morley, Samuel, hardware merchant ..... Princess street
Morton, James, brewer and distiller ..... King street
Mowat, John, baker ..... Wellington street
Mowat, O., cooper ..... Queen street

Newton, Alexander, joiner ..... Williamsville

Oliver, George H., blacksmith ..... Johnson street
Ordnance Office, ... Ontario street
Orme, Mark A., grain dealer ..... Bagot street
Overend, Thomas, builder ..... Princess street

Palmer, E. W., druggist and bookseller ..... Market square
Peabody, M. M., engraver and watch maker ..... Brock street
Phillips, P., match maker ..... Princess street
Phippen, Samuel, tallow chandler ..... Bagot street
Post Office, ... Ontario street
Prentiss, Douglas, merchant ..... Princess street
Preston, John H., tobacconist ..... Ontario street
Proctor, William, tinsmith ..... Queen street

Quill, John F., schoolmaster ..... Brock street

Rainsford, George, wheelwright ..... Wellington street
Ramage, John, silversmith ..... Brock street
Ranton, James, builder ..... Earl street
Richardson, James, tailor ..... Brock street
Rogers, John B., painter ..... Clarence street

Rose, H. M., broom maker ..... Princess street
Ross, Allan, boot and shoe maker ..... Princess street
Ross, Hugh, baker ..... Queen street
Rourk, Matthew, merchant ..... Princess street
Rudston, William, hardware merchant ..... Princess street

Scobell, Richard, inspector of pork ..... Ontario street
Scobell, Sidney, carpenter ..... Wellington street
Scobell, S. N., grocer ..... Brock street
Shaw, A. & D., wholesale dry goods merchants ..... City buildings
Shaw, John, secretary Midland District Building Society King street
Simpson, Isaac, grocer ..... Princess street
Skinner, James, locksmith ..... Wellington street
Smith, Miss, ladies school ..... Earl street
Smith John S. & Co., wholesale merchants ..... Ontario street
Smith, William, watch maker ..... Princess street
Smith, Alexander, shoemaker ..... Brock street
Smyth, Archibald, clerk of market and harbour master. City Hall
Spangenberg & Chestnut, jewellers, &c. ..... King street
Spankie, William, merchant ..... Williamsville
Spence, William, provision dealer ..... Princess street
Stacey, Edward, tailor ..... King street
Stevenson J. & S. W., cabinet makers ..... Princess street
Stone, John H., glue maker ..... Montreal road
Sullivan, D., grocer ..... Princess street
Sweetland, Simeon, builder ..... Queen street

Taylor, Samuel, manager Bank of British North America ..... Ontario street
Telegraph Office, Market square ..... Ontario street
Temperance Hall, ... Lambton House buildings, Princess street
Thompson, Thomas, shoemaker ..... Wellington street
Trip, Charles N., iron founder ..... Bagot street
Trust and Loan Company's office ..... King street
Tweddell, J., furrier and hatter ..... Princess street

Waddingham, Robert, builder ..... Wellington street
Wadsworth, James, nurseryman ..... Earl street
Walker, Robert, saddler ..... Princess street
Ware, William, auctioneer and wharfinger ..... William street
Water Works office ..... Bagot street
Watkins & Muckleston, hardware merchants ..... Princess street
Watt, James, commission merchant ..... Ontario street
Webb, Richard, shoemaker ..... Princess street

Welch, Edwin R., marble cutter ..... Princess street
Westlake, George, brewer ..... King street
White, Miss, ladies school ..... Brock street
Whitehead, James J., dry goods merchant ..... Brock and King streets
Wilkinson, George M., grocer and crockery merchant .. Wellington street
Wilkinson William, saddler ..... Brock street
Wilson William, wholesale dry goods merchant ..... Brock street
Wilson & Goodeve, dry goods merchants ..... Wellington street
Wilton, John, saddler ..... Princess street
Wright, Clark, furrier ..... Brock street

PROFESSIONAL MEN, &c.,

Baker, George, Dr. ..... King street
Burrowes, J. A., barrister, &c. ..... King street
Burrowes, Edwin A., clerk of Division Court ..... King street

Campbell, Alexander, barrister, &c. ..... Princess street
Channonhouse, Robert, high bailiff ..... City Hall
Cliff, George, senr., architect ..... Princess street
Cooper, C. W., barrister, &c. ..... Clarence street
Corbet, Thomas A., sheriff ..... Court House
Coverdale, William, architect ..... King street
Crawford, John, architect ..... Beverley street
Cunningham, William, artist ..... King street

Deacon, Robert, post master ..... City buildings
De L'Armitage, Crawford W. P., editor of "Herald" .. Ontario street
Dickson, John R., Dr. ..... Princess street
Durand, James, registrar of counties ..... Court House

Forsyth & Muttlebury, barristers, &c. ..... Clarence street

Geddes, William A., barrister, &c. ..... Clarence street
Gibbs, Thomas F., surveyor ..... Sydenham street

Hamilton, John, steamboat owner ..... Princess street
Harvey, John A., Dr. ..... Princess street
Hayward, William, Dr. ..... Ontario street
Hill, Francis M., barrister, &c. ..... King street
Hopkirk, James, collector of customs ..... Custom house

Innes John C. & Robert L., civil engineers ..... Princess street
Jardine, Walter, surgeon ..... Princess street

Kilborn, William H., surveyor ..... Colborne street
Kirkpatrick, S. F., judge of county court ..... Court house
Kirkpatrick, Thomas, barrister, &c. ..... Ontario street

Macdonald, John A., barrister, &c. ..... King street
Macdonald Archibald John, barrister, &c. ..... King street
Macdonell, D. A., warden Provincial Penitentiary ..... King street
Mackenzie & Gilderslieve, barristers, &c. ..... King street
McLeod, Neil, barrister, &c. ..... Ontario street
Macpherson, Allan, crown lands agent ..... King street
Maillieu, George A., surveyor of customs ..... Custom house
Meagher, James, Dr. ..... Wellington street

Oliver, Charles, custom house broker ..... Custom house
O'Reilly & Henderson, barristers, &c. ..... Wellington street
O'Reilly Peter, clerk of county court ..... Court house

Pense, Michael Lorenzo, proprietor of "Argus" ..... Brock street
Phillips, Rev. H. N., classical and mathematical school.

Robison, Thomas W., Dr. ..... King street
Rogers, Thomas, architect ..... Barrie street
Rowlands, Samuel, solicitor, &c. .....
Rowlands, John, editor and proprietor of "Chronicle and News" ..... City buildings

Sampson James, Dr. ..... King street
Smith & Henderson, barristers, &c. ..... Princess street
Stewart, John, Dr. ..... Ontario street
Stewart, Robert, Dr. ..... Ontario street
Strange, Orlando S., Dr. ..... Barrack street
Sutton, John P., dentist ..... Princess street

Thibodo, Augustus, inspector of licenses ..... Bagot street

Waudby, John, clerk of peace ..... Court house
Weymes, Francis, city surveyor ..... Rideau street
Wicksteed, H. A., post office inspector ..... Ontario street

HOTEL, INN, AND TAVERN KEEPERS.

Bromley, Thomas ..... Williamsville
Clarke, Charles, "Bay of Quinte" House ..... Bagot street
Griffin, Thomas ..... Ontario & Brock streets
Irons, S. A., "Iron's Hotel" ..... Ontario street
Kent, Rybert, "British American Hotel" ..... Clarence & King streets
Loomis, ——, "British Empire Hotel" ..... Market square
Milo & Phillips ..... Princess street
Perkins, Thomas, "St. Lawrence Hotel" ..... Market square
Stenson, Cornelius, "City Hotel" ..... Princess street
Ward, Charles ..... Williamsville

PUBLIC BUILDINGS, &c.

Jail and Court House, ... King street
City Hall and Market Buildings ..... Brock, Ontario, & King st.
Post-Office, City buildings ..... Ontario street
Telegraph Office ..... Ontario street
Kingston General Hospital ..... Stuart street
Hotel Dieu, ... Brock street
House of Industry ..... Earl street
Commercial News Room ..... City buildings
Queen's College ..... William street
Regiopolis College ..... Brock street
Grammar School ..... Barrie street

CHURCHES.

St. George's (Episcopal) ..... King street
St. Paul's do. ..... Queen street
St. James's do. ..... Union street

St. Andrew's (Church of Scotland) ..... Princess street
Free Church (Scotch) ..... Earl street
Free Church (Irish) ..... Brock street
Methodist ..... Bay street
Do. ..... William street
Congregational ..... Wellington street
Baptist ..... Johnson street
Cathedral (Roman Catholic) ..... Johnson street
St. Joseph's do. ..... William street
Apostolic ..... Queen street

FRONTENAC, LENNOX, & ADDINGTON—*Continued.*

MERCHANTS, &c. &c.

Ault, G. N., owner of ship yard and marine railway ..Portsmouth

Beamish, W., merchant ..... Waterloo
Beeman, T., saddler ..... Napanee
Belfour & Armstrong, waggon makers ..... Bath
Benson, John, merchant ..... Napanee
Blewett, John, merchant ..... Napanee
Bonny, C., pump maker ..... Mill creek
Booth, John, lumber merchant ..... Mill creek
Bristol, ——, merchant ..... Newburgh

Campbell, Alexander, merchant ..... Napanee
Clark, Andrew, lumber merchant ..... Napanee
Clark, Benjamin, merchant and potash manufacturer .Mill creek
Clark & Cook, lumber merchants ..... Napanee

Davy, B. F. & Co., merchants and ship builders ....Bath
Davy, G. H. & Co., merchants ..... Napanee
Detlor, William, merchant ..... Napanee
Disset, Thomas, ship yard and marine railway ..... Portsmouth
Donelly, J., merchant ..... Bath

Empey, ——, miller and lumber merchant ..... Clark's mills

Fairfield, J., waggon maker ..... Bath
Fisher, James, merchant ..... Portsmouth
Forward, H. T., merchant ..... Napanee
Forward, D. T., iron founder ..... Bath
Foster, J., tanner ..... Bath

George, Frederick, merchant ..... Napanee
Georgen, T. W., druggist ..... Napanee
Goodman, James, miller ..... Mill creek
Gordon, William, tanner ..... Mill creek
Gordon, Alexander, tanner ..... Mill creek
Grange, William, druggist ..... Napanee
Greenleaf, G. D., publisher of the "Napanee Bee" .. Napanee
Gunn, ——, merchant ..... Napanee

Hamilton, G., carriage maker ..... Napanee
Hart, S. B., saddler ..... Bath
Herring, John, iron founder and potash manufacturer . Napanee
Hilliard, John, dealer in stone ..... Portsmouth
Hooper, ——, lumber merchant ..... Clark's mills
Hooper, Augustus, merchant, miller, and lumber merchant ..... Newburgh
Huff, A., iron founder and merchant ..... Mill creek

Johnson, R., saddler ..... Napanee
Johnson, W., potash maker ..... Bath
Johnson, T., saddler ..... Bath
Johnson, J., saddler ..... Bath

Lasher, John & Co,, merchants ..... Bath

McEgan F., merchant ..... Newburgh
McLeod, George, merchant ..... Portsmouth
McLeod, Alexander, dealer in stone ..... Portsmouth
Macpherson & Crane, ship yard and marine railway .. Portsmouth
Macpherson, Donald, merchant, distiller, and miller, (oatmeal mills) ..... Napanee
Madden, S. S., tanner ..... Napanee
Madden, G., miller, ... Newburgh
Martin ——, merchant ..... Napanee
Middleton, ——, waggon maker ..... Bath
Miller, C., lumber merchant ..... Newburgh
Mudie, William, merchant ..... Portsmouth

Nugent & Clapp, merchants ..... Bath

Parish, William, tinsmith ..... Napanee
Paterson, William, brewer ..... Portsmouth
Perry J. W. & Co., woollen manufacturers ..... Napanee
Peterson & James, merchants ..... Napanee
Priest, E. D., lumber merchant and waggon maker .. Bath
Pultz, H., merchant ..... Wilton

Rogers, S, merchant ..... Bath
Rookledge, William, pail maker ..... Mill creek

Savage, William, merchant ..... Mill creek
Simmons, Brothers, millers and lumber merchants .... Wilton
Stevenson, John, merchant and miller ..... Napanee
Stevenson & Ham, merchants ..... Newburgh
Tarratt & Campbell, dealers in stone ..... Portsmouth
Templeton, William, tanner ..... Napanee
Timmerman, P. S, merchant and postmaster .... Mill creek

Warner, Sidney, merchant and postmaster ..... Wilton
Wheeler & Co., lumber merchants ..... Portsmouth
Wilson & Co., merchants ..... Napanee
Wright, E., merchant ..... Bath
Wycott, F. R., merchant ..... Mill creek

PROFESSIONAL MEN, &c.

Allen, Dr. ..... Napanee
Ashton, Thomas, Dr. ..... Bath

Carey, F. V., Dr. ..... Napanee
Chamberlain, Thomas, Dr. ..... Napanee

Davy, Benjamin, barrister, &c. ..... Napanee

Fairfield W. J., collector of customs and postmaster ... Bath.

Kennedy, R., Dr. ..... Bath

Shirley, Thomas, Dr. ..... Napanee

Yeomans, D. P., Dr. ..... Mill creek

PETERBORO.

MERCHANTS, &c. &c.

Albro, John F., merchant ..... Peterboro
Armstrong, F., merchant ..... Peterboro
Ayres, P. J, axe maker ..... Peterboro

Bates, Roger, carder, fuller, and tanner ..... Keene
Beatty, ——, merchant ..... Metcalfe
Bell, William, druggist ..... Peterboro
Bell, James, merchant ..... Peterboro
Bethune, A., merchant ..... Peterboro
Bigelow, Hiram, miller, lumber merchant, carder and fuller ..... Lindsay
Bigelow, J. K., tinsmith ..... Peterboro
Blackstock, Robert, saddler ..... Peterboro
Bradburn, Thomas, merchant ..... Peterboro
Bradfield, W., merchant ..... Peterboro
Britton, J., merchant ..... Lindsay
Burnham, Mark, miller and lumber merchant ..... Keene

Carver, S. J., postmaster ..... Peterboro
Cathcart, A., merchant ..... Peterboro
Chute, Thomas, miller, lumber merchant, merchant, carder and fuller, and post-master ..... Warsaw
Cluxton, W., merchant ..... Peterboro
Colter, George, patash manufacturer ..... Lindsay
Cottingham, William, miller, lumber merchant, carder and fuller ..... Metcalfe
Coulter, W., druggist ..... Peterboro
Curry, W., merchant ..... Peterboro

Dixon, Samuel, lumber merchant ..... Peterboro
Drummond, Thomas, merchant ..... Keene

Eastland, William, merchant ..... Peterboro
Edwards, James, merchant ..... Peterboro

Ferguson, F., merchant ..... Peterboro
Fleming, R., merchant ..... Peterboro
Foley, James, merchant and postmaster ..... Norwood

Galbreath, Richard, distiller ..... Metcalfe
Grandy, Robert, postmaster ..... Metcalfe
Green, B., merchant ..... Peterboro

Hall, William, saddler ..... Peterboro
Hall, James, tanner, and agent Provincial Mutual Insurance Company ..... Peterboro
Hamilton, James, iron founder ..... Peterboro
Hartley, H., merchant ..... Peterboro
Harvey, James, ironfounder ..... Peterboro
Haselhurst, George, printer (Weekly Dispatch office) . Peterboro
Hunter, R., merchant ..... Peterboro

Jameson & Wallis, millers & lumber merchants ..... Fenelon Falls
Johnston, H., merchant ..... Peterboro

Kells, William, tanner ..... Metcalfe
Kempt, A. W., druggist ..... Peterboro
Knowlson, C., merchant ..... Metcalfe

Laing, Alexander, blacksmith ..... Keene
Law, A., druggist ..... Peterboro
Lothrop, Joseph, shingle maker ..... Peterboro
Lundy, William, merchant and distiller ..... Peterboro

McBurney, William, saddler and tanner ..... Peterboro
McDonald, Duncan, waggon maker ..... Peterboro
McDonell, William, merchant ..... Lindsay
McFarlane, Donald, miller (oat and barley) ..... Peterboro
McGregor William, shingle maker ..... Peterboro
McKee, James, merchant ..... Warsaw
McNeil, William, tanner ..... Lindsay
McNeil, A., merchant ..... Peterboro
Malcolm, William, iron founder ..... Peterboro
Marshal, R. S., shingle maker ..... Peterboro
Martyn, M., miller ..... Peterboro
Metchett, William, merchant ..... Metcalfe
Mourey, M., iron founder ..... Peterboro

Newton & Co., carders and fullers ..... Peterboro
Nichols, R., merchant, and agent Montreal Bank ..... Peterboro

Nisbet, E. J., saddler ..... Peterboro

Perry, C., merchant ..... Peterboro
Pierce, Peter, miller and lumber merchant ..... Norwood

Reed, George, merchant ..... Keene
Regan, P., merchant ..... Peterboro
Ridley, R., merchant ..... Peterboro
Roche, G. M., merchant and stave merchant ..... Lindsay
Rogers, R. D., merchant, miller and lumber merchant. Peterboro
Ryan, Patrick, tanner ..... Peterboro
Shaw, R. W., miller, ... Peterboro
Short & Kempt, millers and lumber merchants ..... Allandale
Short & Kempt, merchants, ... Keene
Short, Thomas, postmaster, ... Keene
Sinclair, James, saddler ..... Keene
Snyder, William, merchant ..... Peterboro
Spalding, C., brewer and distiller ..... Peterboro
Steele, Robert, merchant ..... Peterboro
Stevenson, James, tinsmith ..... Peterboro
Storey, John, axe maker, ... Peterboro

Thompson, R., merchant and lumber merchant ..... Peterboro
Thornhill, William, & Co., iron founders ..... Lindsay
Tyre, Green, & Co., merchants ..... Peterboro

Waddell, Robert, coach maker, &c. ..... Peterboro
Walton, Robert, saddler ..... Peterboro
White, John, lumber merchant ..... Peterboro
Worlser, N., woollen manufacturer ..... Peterboro

PROFESSIONAL MEN, &c.

Bird, James, surveyor ..... Peterboro
Burnham, George, Dr. ..... Peterboro
Burnham, E., barrister, &c. ..... Peterboro

Conger, W. S., sheriff ..... Peterboro
Crawford, Walter, crown lands agent ..... Peterboro

Dennehy, Thomas, surveyor ..... Peterboro
Dennistoun, R., barrister, &c. ..... Peterboro
Dunsford, G., attorney, &c. ..... Peterboro

Ferguson, F., treasurer of county ..... Peterboro

Hall, G. B., Judge of county court ..... Peterboro
Hay, Thomas, Dr. ..... Peterboro

McNab, John, Dr. ..... Peterboro
Might, —, Dr. ..... Keene

Niemeier, George, Dr. ..... Peterboro

O'Beirne, J., attorney ..... Peterboro

Perry, E., Dr. ..... Peterboro

Reid, John, surveyor ..... Peterboro
Rubidge, Charles, registrar of county ..... Peterboro

Sheridan, Walter, county clerk ..... Peterboro

Vizard, W. H. J., attorney ..... Peterboro

Wrighton, W. H., clerk of peace and deputy clerk of crown ..... Peterboro

HOTEL, INN, AND TAVERN KEEPERS.

Beatty, T., ... Peterboro

Chambers, Thomas, ... Peterboro

Fisher, J. T., ... Peterboro

Hogan, M., ... Peterboro
Humphries, R. C., (Temperance) ..... Keene

Palmer, R., ... Peterboro

LEEDS AND GRENVILLE.

MERCHANTS, &c. &c.

Abbott, William, baker ..... Brockville
Andrews, John, tailor ..... Brockville
Atwill, William, watchmaker ..... Brockville

Bacon, John, auctioneer ..... Brockville
Bacon, E., tanner ..... Prescott
Barnes O., lumber merchant ..... Kemptville
Barnes, S., tanner ..... Kemptville
Becket, Thomas, distiller ..... Kemptville
Beckwith, John, lumber merchant ..... Smith's Falls
Beecher, Isaac, tanner ..... Brockville
Bell, Robert, land agent ..... Brockville
Bellamy, Samuel J., miller, lumber merchant, and potash manufacturer ..... Bellamysville
Bellamy, John, carder and fuller ..... Bellamysville
Bertrand, S, axe maker ..... Prescott
Blanchard, H. W., merchant and potash manufacturer. Greenbush
Bottsford, W., merchant and potash manufacturer .... Brockville
Bower, Joseph, merchant and distiller ..... Kemptville
Brady, S. W, merchant and forwarder ..... Prescott
Brandon, A., saddler ..... Kemptville
Buckley, T., merchant ..... Prescott
Buell, William, bookseller ..... Brockville
Burritt, Stephen, lumber merchant ..... Burritt's Rapids
Burritt Read, agent County of Grenville Mutual Fire Insurance Company ..... Prescott
Burritt, H. O., agent Canada Life Assurance Co. .... Prescott
Burritt & Mirick, shingle makers ..... Mirickville
Burwash, J., merchant ..... Bellamysville

Camm, Thomas, merchant tailor ..... Brockville
Campbell, Charles J., cashier Commercial Bank ..... Brockville

Cavanagh, Thomas, merchant ..... Prescott
Chaffey, William, builder ..... Brockville
Chamberlain, T., merchant and potash manufacturer .. Chamberlain's corners
Chambers, John, merchant and tinsmith ..... Prescott
Chambers A., merchant and postmaster ..... Westport
Chase, E. M., potash manufacturer ..... Brockville
Chevalier, Edward, merchant ..... Prescott
Chinney, John, cabinet maker ..... Brockville
Christie, S., merchant ..... Kemptville
Church, R. F., agent Upper Canada Bank ..... Brockville
Clarke ——, miller, lumber merchant, carder, and fuller ..... Farmersville
Clothier, A., lumber merchant ..... Kemptville
Coleman, R. & Co., millers and tanners (late Coleman's corners) ..... Lyn
Colton, R. P., iron founder, &c. ..... Brockville
Coombs, John, maker of hames, &c. ..... Brockville
Cowen, Joseph, butcher, baker, and tallow chandler .. Prescott
Crane, S., merchant, miller, and distiller ..... Prescott
Crane S. & Co., forwarders ..... Prescott
Crawford, George, miller, lumber merchant, carder, and fuller ..... Westport
Creighton, Thomas, brewer ..... Prescott

Deming, J., merchant ..... Farmersville
Denney, A. B., tanner ..... Brockville
Denny, John, merchant ..... Newboro and Westport
Dewey, Martin, cabinet maker ..... Brockville
Dickenson, W., agent Commercial Bank ..... Prescott
Dixon, Charles, watchmaker ..... Prescott
Donaldson, D., hatter and furrier ..... Brockville
Dunham, G., druggist ..... Brockville
Dunham E., merchant ..... Brockville
Dunn, William, merchant ..... Prescott

Emery, W. B., merchant ..... Spencersville

Ferguson, John, merchant ..... Prescott
Fitchell, John, merchant ..... Kemptville
Fitzsimmons R., merchant ..... Brockville
Flint, B., merchant ..... Brockville
Fraser, Thomas, merchant ..... Prescott
Fredenburg, W. H., merchant ..... Westport

French, John S., miller, lumber merchant, &c. .....Burritt's Rapids

Garvey, W., merchant .....Maitland
Garvey, W., junr., merchant .....Bellamysville
Gibson Wm., merchant .....Prescott
Giles ——, saddler .....Newboro
Gill, Alexander, tinsmith .....Prescott
Gilman, John S., livery stable keeper .....Prescott
Glascoe, Samuel, merchant .....Prescott
Glasscoe, John, merchant and watchmaker .....Prescott
Glassford, George, cradle maker .....Brockville
Goodin, John, merchant .....Prescott
Graffe, T. J., merchant .....Mirickville
Gray, M., merchant .....Prescott

Hall, John, tanner .....Mirickville
Hanna, Richard, tanner and saddler .....Mirickville
Harding, John, miller .....Kemptville
Harding, George, druggist .....Prescott
Harvey, James, merchant and miller .....Maitland
Harvey, Robert, postmaster .....Maitland
Headlam, Robert, merchant, druggist, and auctioneer .Prescott
Herrick, H., tanner, ...Chamberlain's corners
Higgins, Catharine, merchant .....Prescott
Hill, John, merchant .....Bellamysville
Holden, Charles, merchant .....Mirickville
Holmes, William, builder .....Brockville
Holmes, Alfred, fuller .....near Kemptville
Hooker, A., merchant and druggist .....Prescott
Hooker A. & Co., forwarders .....Prescott
Hooker & Co., merchants .....Kemptville
Hubbell E., merchant, miller, and lumber merchant ..Brockville
Huddleston, ——, tinsmith .....Brockville
Hulbert, Samuel, iron founder .....Prescott
Hume, Thomas, surveyor .....Brockville

Imirie, W. J., merchant and postmaster .....Spencersville

Jessop, H. D., druggist .....Prescott
Johnson, Jane, merchant .....Prescott
Johnson ——, tanner .....Newboro
Jones H. & S., forwarders .....Brockville
Jones, Henry, postmaster .....Brockville
Jones, Ormond, miller .....Prescott

Jones, Frederick, miller ..... Yonge Mills

Kelly, M., merchant ..... Mirickville
Kelly, C. M., merchant ..... Kemptville
Kernahan, R., merchant ..... Kemptville
Kerr, Alexander, carder and fuller ..... Burritt's Rapids
Kersten, Edward, land agent ..... Brockville
Kilborn, Braddish, tanner ..... Brockville

Lafayette, J., tinsmith, &c. ..... Brockville
Landon W. & Co., merchants ..... Farmersville
Langford S., cabinet maker ..... Mirickville
Latham, J. H., tinsmith ..... Mirickville
Lawless E, merchant and agent Montreal Fire and Marine Insurance Company ..... Brockville
Lee, Thomas, agent Montreal Bank ..... Brockville
Leeming, Joseph, merchant ..... Kemptville
Leman, Charles, miller and iron founder ..... Maitland
Leslie, James, tinsmith ..... Prescott
Lewis J. & Sons, merchants and potash manufacturers. Addison
Lilly & Hogg, iron founders ..... Mirickville
Lonsdale, J. C. & Co., merchants ..... Mirickville
Lothrop, F. L., auctioneer and commission merchant... Brockville

McCathron, Stephen, tanner ..... Westport
Macdonald, N., merchant ..... Brockville
McDonell, ——, merchant ..... Newboro
McElhenny, John, cabinet maker ..... Brockville
McGee, W. H., carriage maker ..... Mirickville
McLean, A., merchant and postmaster ..... Chamberlain's corners
McMillan, Alexander, livery stable keeper ..... Prescott
McMullen, John, bookseller ..... Brockville
McMullen, Marcus, merchant ..... Brockville
Maley T. & Son, merchants and potash manufacturers. Kemptville
Manuel, William, merchant ..... Brockville
Mathie, Robertson, & Co., wholesale merchants and shipping agents ..... Brockville
Meikle, Wm., merchant, potash maker, and postmaster. Burritt's Rapids
Melville, Thomas, merchant ..... Prescott
Merrill, S. B., printer (Prescott Telegraph) ..... Prescott
Mirick, Wm., miller ..... Mirickville
Mirick A. & T. H., millers and lumber merchants .... Mirickville
Mirick & Burritt, woollen manufacturers ..... Mirickville
Mirick & Turner, merchants ..... Mirickville

Mooney, P., merchant ..... Prescott
Moore, D., tanner ..... Burritt's Rapids
Moran, P. & J., merchants ..... Prescott
Morton, McKee, & Co., merchants ..... Brockville
Moss, S. H., merchant ..... Prescott
Mundle, E., merchant ..... Prescott

Northgreaves, George, watchmaker ..... Brockville
Notter, Thomas, ship builder ..... Brockville

Olds, Wm., lumber merchant ..... Greenbush
Olds & Blanshard, millers ..... Greenbush

Pardee, A. B., tanner ..... Bellamysville
Parish, Arza, merchant and postmaster ..... Farmersville
Parish, L., potash maker ..... Farmersville
Parkin Wm., ship builder ..... Brockville
Parkinson, R., fuller ..... Kemptville
Parr, Arthur, saddler ..... Brockville
Parr, James, saddler ..... Brockville
Patrick, Wm., merchant ..... Prescott
Patton, John, agent Bank of Upper Canada ..... Prescott
Payne, A. C., distiller ..... Prescott
Peck, C. H., merchant and druggist ..... Prescott
Peden, Robert, merchant ..... Brockville
Pike, H., livery stable keeper ..... Prescott

Read, W. C., merchant ..... Mirickville
Read, J. L., potash manufacturer ..... Mirickville
Reed, Isaac, merchant ..... Brockville
Reynolds, Samuel, merchant ..... Brockville
Riddell, Robert, cabinet maker ..... Mirickville
Robeson, H., tanner ..... Farmersville
Ross, J. & S., merchants ..... Brockville

Sanderson, J., tinsmith ..... Kemptville
Scott, George, saddler ..... Prescott
Shaver, Charles, merchant ..... Prescott
Sheldon, ——, merchant ..... Burritt's Rapids
Sillick, D., carriage maker ..... Prescott
Skinner & McCulloch, manufacturers ..... Brockville
Smart, Thomas, tailor and furrier ..... Brockville
Smith, Alexander, merchant and saddler ..... Prescott
Snyder & Miller, merchants ..... Spencersville

Spencer, David, miller, lumber merchant, carder, and fuller ..... Spencersville
Stewart, George, cabinet maker ..... Brockville
Sullivan, Wm., tinsmith ..... Kemptville

Tanny, Stephen, iron founder ..... Kemptville
Tate, A., merchant and potash manufacturer ..... Burritt's Rapids
Tett, Benjamin, postmaster ..... Newboro
Tracey, M., merchant ..... Prescott
Turner, A., druggist ..... Brockville

Vanarnam, Charles, merchant ..... Brockville

Wade, John, merchant ..... Brockville
Webster, Thomas, merchant ..... Brockville
Welsh, H., baker ..... Brockville
Welton, P., axe maker ..... Mirickville
Whalen, W., merchant ..... Westport
White, B. & Co., tanners ..... Brockville
White, W. & J., painters ..... Brockville
Whitmarsh, E. H., postmaster ..... Mirickville
Willard, Charles, merchant ..... Prescott
Wing, Amon, iron founder ..... Westport
Winks & Co., merchants ..... Brockville
Wood, John, merchant and postmaster ..... Addison
Woodbury, E. W., tinsmith ..... Prescott
Wylie, Watson, & Co., wholesale merchants ..... Brockville
Wylie, David, printer (Brockville Recorder) ..... Brockville

PROFESSIONAL MEN, &c.

Brouse, W. H., Dr. ..... Prescott
Brown, ——, Dr. ..... Kemptville
Burritt, R., notary public and barrister ..... Prescott
Burritt, Marcus, barrister ..... Prescott

Campbell, Thos., deputy clerk of Crown and clerk of County Court ..... Brockville
Church, B. R., Dr. ..... Mirickville

Edmundson, Robt., Dr. ..... Brockville

Ford, D. B. O., barrister ..... Brockville

Gainsford, Thomas, Dr. ..... Prescott
Gowan, Frederick W., proprietor of Statesman ..... Brockville

Harding, George, Dr. ..... Prescott
Hayes, Wm., clerk of Division Court ..... Brockville
Headlam, Robert, notary public ..... Prescott

Jessop, H. D., Dr. ..... Prescott
Jessop, James, clerk of peace and county clerk ..... Brockville
Jones, H., postmaster ..... Brockville
Jones, A., collector of customs ..... Prescott
Jones, David, registrar of County of Leeds ..... Brockville
Jones, Ormond, barrister ..... Brockville

Landon, Dr. ..... Newboro

McCrae, A., Dr. ..... Chamberlain's Corners
McQueen, Thomas, Dr. ..... Brockville
McLean, W. B., barrister ..... Brockville
Malloch, George, Judge of County Court ..... Brockville
Mirick, T. H., barrister and attorney ..... Mirickville
Morton, Dr. ..... Farmersville

Patton, John, notary public and registrar of the County of Grenville ..... Prescott

Reynolds, Thomas, Dr. ..... Brockville
Reynolds, John, barrister ..... Brockville
Richards, W. B. & A. N., barristers ..... Brockville

Schofield, J. L., treasurer of counties ..... Brockville
Scott, J. W., Dr. ..... Prescott
Sherwood, A., sheriff ..... Brockville
Simpson, W. B., collector of customs ..... Brockville
Sperham, T., Dr. ..... Kemptville
Steele, Richard F., barrister ..... Brockville

Weatherhead, John, inspector of licenses ..... Brockville
Windeat, James, master of grammar school ..... Brockville
Wood, G. C., solicitor, &c. ..... Prescott

HOTEL, INN, AND TAVERN KEEPERS.

Beech, Stephen ..... Brockville

Gilman, John S. ..... Prescott
Gilmour Wm., ... Brockville
Green, John ..... Brockville

Humphreys, W. ..... Bellamysville

Leatch, George ..... Prescott

Pike, Henry ..... Prescott

Robinson, Thomas ..... Prescott

Tett, William ..... Newboro

Walsh, George ..... Prescott
Wilson, W. H. ..... Brockville

LANARK AND RENFREW.

MERCHANTS, &c. &c.

Allan, James, merchant and baker ..... Perth

Beckwith, John, lumber merchant ..... Smith's Falls
Bell, James, agent National Loan Fund Life Assurance and Equitable Fire Insurance Companies ..... Perth
Bell R., postmaster and agent for marriage licenses ... Carleton Place
Bell R. & Co., merchants and tanners ..... Carleton Place
Bell & Rosamond, millers and lumber merchants ..... Carleton Place
Bellamy, Edward, miller and lumber merchant ..... Bellamyville
Billings, M., hatter ..... Perth
Bowes, John, merchant and postmaster ..... Bellamyville
Brown & McArthur, merchants ..... Pakenham
Buell, W. O., agent Colonial Life Assurance and Johnstown Mutual Fire Insurance Companies ..... Perth

Burleigh, James, merchant ..... Smith's Falls
Butler, Wm., tinsmith ..... Perth

Caldwell, A., lumber merchant ..... Lanark
Caldwell, B. & J., merchants ..... Lanark
Campbell, John, tinsmith ..... Perth
Canwith & Morris, brewers ..... Perth
Clark, Alex, merchant ..... Smith's Falls
Code, George, carder ..... Ennisville
Collins, R. S., axe maker ..... Smith's Falls
Comb, druggist ..... Perth
Craig, John, tanner ..... Clydesville

Dobbie, John, iron founder ..... Perth
Doran, John, merchant ..... Perth
Dunnett, George, merchant ..... Carleton Place
Dunnett, James, merchant ..... Pakenham

Ennis, J. & J., millers and lumber merchants ..... Ennisville

Fairbairn, John R., baker ..... Perth
Frost & Woods, iron founder ..... Smith's Falls
Fuller, iron founder ..... Carleton Place

Geddes, Andrew, merchant ..... Bellamyville
Gemmell, John A., printer (Lanark Observer) ..... Lanark
Gemmell, John, merchant ..... Ramsayville
Gould, Jason, miller ..... Smith's Falls
Gould, Jason, postmaster ..... Cobden
Grant & Erskine, merchants ..... Perth

Haggart, John, miller and lumber merchant ..... Perth
Hall, J. & F., merchants ..... Lanark
Hall, John, postmaster ..... Lanark
Hall, F., tanner ..... Smith's Falls
Halliday, David, tanner ..... Perth
Halliday, F., saddler ..... Perth
Hanna & Lambie, millers, lumber merchants and carders, Clydesville
Hart, John, painter ..... Perth
Haskin, John, manufacturer of wooden ware ..... Ramsayville
Hicks, James, merchant ..... Perth
Hilliard, Daniel, merchant, miller and lumber merchant, Pakenham
Hogg, David, cabinet maker ..... Perth
Hunter, Walker, merchant ..... Perth

Kelly, J. C., & Co., fanning mill and churn makers ..... Lanark
Kerr, Dawson, & Co., merchants ..... Perth
Ketchum, Stephen, tanner ..... Smith's Falls
Kilpatrick, Wm, tanner ..... Perth

Leckie, merchant ..... Ramsayville
Leslie, Anthony, Agent Commercial Bank ..... Perth
Lyman, druggist ..... Perth

McArthur, A., & Co., merchants ..... Carleton Place
McDonald, Allan, carder and fuller ..... Carleton Place
McDonald & Co., merchants ..... Clydesville
McCaffrey, Thomas, saddler ..... Perth
Macdonell & Hall, merchants ..... Perth
McDougall & Brown, merchants ..... Smith's Falls
McDougal, John L., merchant ..... Renfrew
McFarlane, John, iron founder ..... Perth
McIntyre, R., merchant ..... Renfrew
Mair, W. & J., merchants ..... Perth
Mair, J. & Son, merchants ..... Lanark
Matheson, R. & Co., merchants and tanners ..... Perth
Meiham, Arthur, merchant ..... Perth
Miller, George and Charles, iron founders ..... Perth
Mitcheson, Edward, miller ..... Ramsayville
Mittleberger, George C., merchant ..... Smith's Falls
Moffat, Alexander, miller, lumber merchant, and post-master ..... Pembroke
Morris & Martin, merchants ..... Burnstown
Murphy, Michael, merchant ..... Ennisville
Murray, J. & Co., merchants ..... Perth

Nelson, ——, watchmaker ..... Perth

Paris, John, miller, lumber merchant and carder ..... White Lake
Peden, Wm., merchant ..... Carlton Place
Perrier, John, saddler ..... Perth
Playfair, A. W., miller, lumber merchant and carder ..... Playfair's Mills
Playfair, John, lumber merchant ..... Playfair's Mills
Playfair, A. W., Junr., lumber merchant ..... Playfair's Mills
Poole, J. C., printer, "Carleton Place Herald" ..... Carleton Place

Rea, Hugh, merchant ..... Ramsayville
Riddle, John, cabinet maker ..... Perth
Rochester, George, miller and merchant ..... Burnstown

Rodger, John, inspector of beef and pork ..... Perth
Rosamond, James, woollen manufacturer ..... Carleton Place
Ross, George, merchant and postmaster ..... Renfrew
Russell, Andrew, merchant ..... Pakenham

Shaw, James, merchant ..... Smith's Falls
Shaw, James, Junr., postmaster ..... Smith's Falls
Shaw, James & Son, merchants ..... Perth
Sheldon, Philo, merchant ..... Smith's Falls
Shipman, Daniel, miller and lumber merchant ..... Ramsayville
Smith, John, tanner ..... Lanark

Taylor, James, saddler ..... Smith's Falls
Templeton, James, tanner ..... Perth
Thompson & Rice, printers (Bathurst Courier) ..... Perth
Tierney & Armstrong, merchants ..... Perth
Tweedy, Charles, saddler ..... Smith's Falls

Ward, A. R., merchant, miller, lumber merchant, carder and fuller ..... Smith's Falls
Warner, J. B., axe maker ..... Smith's Falls
Watt, Wm., iron founder ..... Renfrew
Weatherhead, Thaddeus, merchant ..... Perth
Wylie & Son, merchants ..... Ramsayville
Wylie, James, postmaster ..... Ramsayville

PROFESSIONAL MEN, &c.,

Atcheson, James, Dr. ..... Smith's Falls

Bell, James, registrar ..... Perth
Berford, W. R. F., clerk of peace ..... Perth
Billings, E., barrister, &c. ..... Renfrew
Buell, W. O., barrister, &c. ..... Perth
Burritt, H., Dr. ..... Smith's Falls

Deacon, John, Junr., barrister ..... Perth
Dickson, Andrew, sheriff and postmaster ..... Pakenham

Grant, John P., postmaster ..... Perth

Harris, W., crown lands agent Co. of Renfrew ..... Renfrew

Leslie, A., crown lands agent and inspector of licenses..Perth

Macdonald, Dr. .....Perth
McIntyre, John, master of grammar school .....Perth
McKay, John, county clerk .....Perth
McLaren, P., master of grammar school .....Lanark
McMartin, Daniel, judge of surrogate court & barrister..Perth
Malloch John G., judge of county court .....Perth
Morris, James, registrar of county of Renfrew .....Burnstown

Nicol, James, Dr. and coroner .....Perth

Radenhurst, Thomas M., barrister and treasurer of counties .....Perth

Spencer, J., Dr. .....Carleton Place

Wilson, James, Dr. .....Perth

HOTEL, INN, AND TAVERN KEEPERS.

Code, Wm. .....Ennisville

Dunlop, Mrs. .....Pembroke

Macfarlane, Mrs. .....Packenham

Paterson, James .....Perth

Smith, John .....Carleton place

Wilson L. .....Smith's Falls

CARLETON.

MERCHANTS, &c. &c.

Allan, James, merchant ..... New Edinburgh
Aumond, Joseph, merchant ..... Bytown

Baker, G. P., postmaster, and agent Canada Life Assurance Company ..... Bytown
Baker, A., merchant and pearlash manufacturer ..... Metcalfe
Bangs, C., furrier ..... Bytown
Beal, Richard A., druggist ..... Bytown
Beal, Richard, carriage maker ..... Bytown
Bell, Robert, proprietor of "Ottawa Citizen" ..... Bytown
Berry, Godfrey, brewer ..... Bytown
Blackburn, Robert, merchant ..... New Edinburgh
Blasdell, N. S., iron founder ..... Bytown
Blasdell, Thomas N., iron founder ..... Bytown
Booth, D., mathematical instrument maker ..... Bytown
Borbridge, W., saddler ..... Bytown
Brough, James & Co., merchants ..... Bytown
Brown, George, merchant ..... Richmond
Brown, W. W., wig maker ..... Bytown
Bryson, A., bookseller, &c. ..... Bytown
Burke, Edward, merchant ..... Bytown
Burke, George R., brewer ..... Bytown
Burpee, C. A., merchant ..... Bytown
Burwash, Nathaniel, lumber merchant ..... Bytown
Butler, William, tanner ..... Richmond

Cameron, John, merchant and postmaster ..... Metcalfe
Cameron & Lawson, pearlash manufacturers ..... Metcalfe
Campbell, John L., merchant ..... Bytown
Cassells, R., agent Bank of Upper Canada ..... Bytown
Childs, S. D., leather merchant ..... Bytown
Chitty, John, merchant ..... Bytown

Christie, P., builder ..... Bytown
Cluff & Campbell, builders ..... Bytown
Combs, James, tanner ..... Bytown

Dennison, Jacob, furrier ..... Bytown
Dufort, P., carriage maker ..... Bytown
Durie, John, merchant ..... Bytown
Dyett, George, agent Bank of Montreal ..... Bytown

Eagar, J. & R. B., merchants & potash manufacturers . Richmond
Eagleson, Peter A., merchant ..... Bytown

Farley, Robert, merchant ..... Bytown
Farrar, H., soap and candle maker ..... Bytown
Foster, Arch'd, tanner ..... Bytown
Freligh, John, potash manufacturer ..... Bytown
Freligh & Fraser, merchants and furriers ..... Bytown

Germain, A., tanner ..... Bytown
Germain, N., tinsmith ..... Bytown
Gilligan, B., merchant ..... Bytown
Gilmour & Co., merchants ..... Bytown
Gordon, Benjamin, merchant ..... Bytown
Graham, Andrew, merchant ..... Bytown
Grant, R., merchant ..... Metcalfe
Grant, A., McP, merchant ..... Bytown
Griffin, P., surveyor ..... Bytown

Hay, George, hardware merchant ..... Bytown
Healy, F. B., bookseller ..... Bytown
Heney, John, saddler ..... Bytown
Heney, Alexander, saddler ..... Bytown
Hinds, J., tinsmith ..... Bytown
Howell, J., merchant ..... Bytown
Humphries & McDougal, carriage makers ..... Bytown
Hunton Thomas & W., merchants ..... Bytown

Inglis, Mrs.. merchant ..... Bytown

Johnson, M., tinsmith ..... Bytown

Kelty, J. A.. agent Bank of British North America... Bytown
Kerr, Dawson, publisher of "Ottawa Advocate"..... Bytown
Kipp, W., tinsmith ..... Bytown

Laporte, Charles, merchant ..... Bytown

Laughran, M., merchant ..... Bytown
Lawson, A., merchant ..... Metcalfe
Leslie, John, watchmaker ..... Bytown
Lewis, Thomas, merchant ..... Richmond
Loux, John, merchant ..... Bytown
Lyman, E. S., druggist ..... Bytown
Lyon, W.R., merchant, postmaster & potash manufacturer, Richmond

McCarthy, John, merchant ..... Bytown
McCallough, J., merchant ..... Bytown
McCormick, H., merchant ..... Bytown
McCracken, James, merchant ..... Bytown
McDonald, John & Co., merchants ..... Bytown
McElroy, P., merchant ..... Richmond
McGibbon, E., marble worker ..... Bytown
McGillivray, Edward, merchant ..... Bytown
McIntosh, Alex., builder ..... Bytown
McKay & McKinnon, merchants, millers, lumber merchants, woollen manufacturers, &c. ..... New Edinburgh.
McLachlin, D., merchant ..... Bytown
Maclaren, John, merchant ..... Bytown
Mactaggart, J., surveyor ..... Bytown
Mills, Thomas, watchmaker ..... Bytown
Montgomery, R., saddler ..... Bytown
Mooney, Robert, tinsmith ..... Richmond
Mosgrove, Robert, tanner and saddler ..... Bytown
Main, Andrew, merchant ..... Bytown & Bell's corners

Noel, H. V., agent National Loan Fund Life Assurance and Equitable and Montreal Fire Insu'ce Companies. Bytown
Norton, S., tinsmith ..... Bytown

O'Connor, D., merchant ..... Bytown
O'Meara, John, merchant ..... Bytown
O'Sullivan, J., merchant ..... Bytown

Patterson, George, merchant, ... Bytown
Peacock, James A., furrier ..... Bytown
Perkins, Lyman, iron founder and axe maker ..... Bytown
Perkins & Bullis, iron founders & axe makers ..... Bytown
Porter, J. & A., merchants ..... Bytown
Powell, W. F., proprietor of "Bytown Gazette" ..... Bytown
Preston, J., merchant ..... Bytown

Proud & Woods, merchants ..... Bytown

Riel, Peter, tinsmith ..... Bytown
Robbillard E., builder ..... Bytown
Robinson, J., merchant ..... Bytown
Robinson, W. H., merchant ..... Bytown
Robinson, John, tinsmith ..... Bytown
Robinson, —, lumber merchant and woollen manufr. .. Britannia
Robson, William, saddler ..... Bytown
Rochester, J., tanner ..... Bytown
Rochester, James, brewer ..... Bytown
Ross, William, distiller ..... Bytown
Rowat, Alexander, marble worker ..... Bytown
Rowat, John, stone cutter ..... Bytown

Smith, Edward, merchant ..... Bytown
Sparrow, Charles, merchant and tanner ..... Bytown
Stethem, Richard, merchant ..... Bytown
Stethem, Robert, saddler ..... Bytown
Stewart, J., merchant ..... Metcalfe
Story, G., merchant ..... Bytown
Sumner, Charles, druggist ..... Bytown
Sumner, John, merchant ..... Ashton

Thompson, Charles P., merchant ..... Bytown
Thompson, Philip, miller and lumber merchant ..... Bytown
Thompson, W. H., merchant ..... Bytown
Thompson, John, merchant ..... Bytown
Thompson, J., confectioner ..... Bytown
Thompson, F., confectioner ..... Bytown
Tracey, William, watchmaker, ... Bytown
Turgeon, Joseph, carriage maker ..... Bytown
Turney. John, tanner ..... Bytown

Varin, Eusebius, merchant ..... Bytown

Waddell & McNee, merchants ..... Bytown
Walkley, E., brewer ..... Bytown
Wallace, William, merchant ..... Metcalfe
Waugh, C., merchant and saddler ..... Bytown
Westley, Thornton, merchant ..... Bytown
Wilson Z., merchant ..... Bytown
Workman & Griffin, hardware merchant ..... Bytown

Yielding A., tanner ..... Bytown

PROFESSIONAL MEN, &c.

Armstrong, Christopher, judge of county court and surrogate court ..... Bytown

Barreillie, John, inspector of licenses ..... Bytown
Beaubien, A., Dr. ..... Bytown
Burke, T. G., registrar ..... Bytown

Clegg, William, barrister ..... Bytown

Durie, John, crown lands agent ..... Bytown

Evans, R. W., Dr. & coroner ..... Richmond

Fraser, Simon, sheriff ..... Bytown
Fraser, Misses, ladies school ..... Bytown
Friel, H. J., deputy clerk of crown and register of surrogate court ..... Bytown

Gibb, Alexander, barrister ..... Bytown

Hervey, Robert, barrister ..... Bytown

Laing, P. S., Dr. ..... Bytown
Lecroix —, Dr. ..... Bytown
Lees, Robert, barrister ..... Bytown
Leggatt, G. W., barrister ..... Bytown
Lewis, J. B., barrister ..... Bytown
Lyon, G. B., barrister ..... Bytown

McDonell, Alexander, Attorney ..... Bytown
Monk, J. B., barrister ..... Bytown

O'Connor, D., treasurer ..... Bytown

Pinhey, C. H., county clerk ..... Bytown
Playter, Miss, ladies school ..... Bytown
Powell, F. C., clerk of peace and barrister ..... Bytown

Robishaud, J., Dr. ..... Bytown

Ross, W., master of grammar school ..... Bytown
Russell, A. J., surveyor of crown timber licenses .... Bytown

Scott, John, barrister ..... Bytown
Scott, Richard W., barrister ..... Bytown
Sherwood, E., barrister ..... Bytown
Stevenson, James, collector of crown timber dues .... Bytown

VanCortland, Edward ..... Bytown

HOTEL, INN, AND TAVERN KEEPERS.

Doran, James ..... Upper Bytown

McArthur, D. ..... Lower Bytown

Swanger, George ..... New Edinburgh

Taylor, A. ..... Richmond

Woods, F. B. ..... Upper Bytown

PRESCOTT AND RUSSELL.

MERCHANTS, &c. &c.

Bangs, J. S., merchant ..... Hawkesbury
Bangs, Benjamin, hatter and furrier ..... Hawkesbury

Boon, William, merchant ..... Hawkesbury

Campbell, James, merchant ..... Hawkesbury
Clark, George miller ..... Vankleek Hill
Cleveland & Wells, saleratus and pearlash makers .... Vankleek Hill

Dewitt, William, woollen manufacturer ..... Hawkesbury
Dorion, Edward, tinsmith ..... Vankleek Hill

Emla, Felix, carder and fuller ..... Vankleek Hill

Fournier, C., merchant ..... Vankleek Hill
Fraser, William, merchant ..... Hawkesbury
Hamilton, Brothers, lumber merchants ..... Hawkesbury
Hersey, Z. S. M., merchant, miller, & lumber merchant. Hawkesbury
Hersey, Charles, merchant and postmaster, tanner, and saddler ..... Hawkesbury
Higginson, Thomas, agent Canada Life Assurance Co. Hawkesbury
Higginson Thomas H., merchant and postmaster .... Vankleek Hill

Jameson, John, merchant ..... Vankleek Hill
Johnson C., Junr., merchant and postmaster ..... L'Orignal
Johnson, Thomas H., merchant and tanner ..... Vankleek Hill

Lough, William, merchant ..... Hawkesbury

McDonell, Duncan, merchant ..... Vankleek Hill
McLaurin, John, merchant ..... Vankleek Hill
Manning, William, iron founder ..... Vankleek Hill
Marston, J. W., merchant ..... L'Orignal
Mulligan, J., saddler ..... Vankleek Hill

Philip, Anthony, merchant ..... Vankleek Hill
Potter, John, saddler ..... Vankleek Hill

Shaw, John, tanner ..... L'Orignal
Stewart, Robert, tinsmith ..... Vankleek Hill

Walker, Gavin, merchant ..... L'Orignal
Wanless, George, saddler ..... Vankleek Hill
Wells, J. P., merchant ..... Vankleek Hill

PROFESSIONAL MEN, &c.,

Ewing, William, Dr. ..... Hawkesbury

Freel, Peter, judge of county court ..... L'Orignal

Johnson, T. H., treasurer and deputy clerk of the crown. L'Orignal

McCann, H. W., crown lands agent ..... Vankleek Hill
McDonald, D., clerk of peace ..... L'Orignal
McKenzie, W. K., barrister, &c. ..... L'Orignal
McNaughton, Alexander, master of grammar school .. Vankleek Hill
Miller, O. T., master of grammar school ..... L'Orignal
Murray, Angus, Dr. ..... L'Orignal

O'Brien, Peter, attorney ..... L'Orignal
O'Grady, B. W., master of grammar school ..... Hawkesbury

Reed, G. D., registrar ..... L'Orignal

Stirling, James, Dr. ..... Vankleek Hill

Treadwell, C. P., sheriff ..... L'Orignal

HOTEL, INN, AND TAVERN KEEPERS.

Chesser, Mrs. ..... L'Orignal

Johnson, H. ..... Vankleek Hill

McDonell, R. ..... Vankleek Hill

O'Brian, John ..... L'Orignal
Ouimette, C. S. ..... Hawkesbury

STORMONT, DUNDAS, AND GLENGARRY.

MERCHANTS, &c. &c.

Adams, P. E., grocer ..... Cornwall
Allan, W. C., druggist ..... Cornwall
Archibald, W. T., merchant ..... Dickenson's Landing
Archibald, G. N., merchant ..... Dickenson's Landing
Ault, S., miller and lumber merchant ..... Charlesville
Ault, J. R. & S., merchants, lumber merchants, and potash makers ..... Charlesville

Bailey, C. P., merchant ..... Mille Roches
Baker, S., merchant ..... Charlesville
Baldwin, Josiah, tanner ..... Matilda
Barnhart, A., miller ..... Moulinette
Barnhart E., carriage maker ..... Charlesville
Bell, Walter, merchant ..... Cooksville
Berry, William, tanner ..... Williamstown
Bisbee, S. W., last, cabinet, and chair maker ..... Moulinette
Blackwood, Robert, merchant and potash manufacturer ..... Martintown
Bowen, H. W., iron founder ..... Mariatown
Bradfield, F., merchant ..... Morrisburg
Brooks, J., chair factory ..... Mille Roches
Brouse, George, merchant and postmaster ..... Matilda
Brydon, John, saddler ..... Williamstown

Cadwell A., iron founder and lumber merchant ..... Cornwall
Carman, Daniel, lumber merchant ..... Matilda
Carman, Philip, tanner ..... Matilda
Carman & Bailey merchants ..... Matilda
Carman & Sanderson, merchants ..... Matilda

Castleman, C. T., merchant ..... Armstrong's Mills
Chaffey, Benjamin, miller ..... Morrisburg
Cline, W., merchant ..... Cornwall
Cline, S., merchant ..... Cornwall
Colquhoun, William, postmaster ..... Dickenson's Landing
Coyne, Martin, merchant ..... Armstrong's Mills
Craig, R., tanner ..... Cornwall
Crysler, John P., miller and lumber merchant ..... Armstrong's Mills

Dafoe, R., potter ..... Charlesville
Daly, D., saddler ..... Cornwall
Dardis, Thomas, merchant ..... Morrisburg
Dawson, John, tanner ..... Dickenson's Landing
Dixson, Edward, shingle maker ..... Moulinette
Dixson, John, lumber merchant ..... Moulinette
Dixson, J. E., merchant ..... Dickenson's Landing
Dixson & Brother, merchants and potash makers ..... Moulinette
Dixson, W. H., merchant ..... Moulinette
Doran, Austin, carder and fuller ..... Morrisburg
Dunlop, J., tanner ..... Lancaster

Elliot, Andrew, miller ..... Cornwall
Elliot, William, miller ..... Matilda
Elliot, J., potter ..... Charlesville
Empey, G., potter ..... Charlesville

Farlinger, H., tanner ..... Cornwall
Foulds, Andrew, tanner ..... Martintown
Fulton, A., grocer ..... Cornwall

Gillie, J., iron founder ..... Cornwall

Harrison, George, saddler and tanner ..... Alexandria
Hawley, Jesse, carder and fuller ..... Mille Roches
Hearle & Waterman, merchants ..... Dickenson's Landing
Hitchcock, Myron, miller ..... Cornwall
Holden, J., merchant and postmaster ..... Morrisburg
Hunter, J., tinsmith ..... Cornwall
Hutchins, James, tinsmith ..... Dickenson's Landing

Johnson ——, tanner ..... Armstrong's Mills

Kelly, John, saddler ..... Martintown
Kezar, A., miller and distiller ..... Dickenson's Landing
Kezar, W., merchant ..... Mille Roches

Kinsmill, John, tanner ..... Williamstown
Kyle, William, merchant ..... Morrisburg

Laing, J., merchant ..... Matilda
Little, W., printer, "Constitutional Office" ..... Cornwall

McCash, Thomas, postmaster ..... Mille Roches
McCuaig, ——, merchant ..... Armstrong's Mills
McDonald, ——, merchant ..... Armstrong's Mills
McDonald, A., merchant ..... Cooksville
McDonald, D., merchant and potash manufacturer ..... Williamstown
McDonald, Thomas, merchant ..... Williamstown
McDonald, Donald, tanner ..... Martintown
McDonald, D. A., merchant, miller, lumber merchant, and pearlash manufacturer ..... Alexandria
Macdonald, Angus, tanner ..... Alexandria
McDonald, R. S., lumber merchant ..... Lancaster
McDonell, Alexander, merchant and pearlash manufacturer ..... Alexandria
McDonell, ——, saddler ..... Alexandria
McDonell, A. and A., tanners ..... Alexandria
Macdougal, J. S., saddler ..... Cornwall
McDougal, A., merchant ..... Cornwall
McEdward, Wm., merchant ..... Lancaster
McGillis, John, miller and lumber merchant ..... Williamstown
McGillis, D., merchant and pearlash manufacturer ..... Alexandria
McGregor, John, saddler ..... Williamstown
McGregor, M., merchant and potash manufacturer ..... Martintown
McIntyre, D., merchant ..... Williamstown
McLennan D., merchant and postmaster ..... Williamstown
McMartin, Alexander, merchant ..... Morrisburg
McMartin, A., lumber merchant, postmaster, carder, and fuller ..... Martintown
McMartin, D., merchant and potash manufacturer ..... Martintown
McMillan, D., grocer ..... Cornwall
McPhaul, A., grocer ..... Cornwall
McPherson, K., merchant and post master ..... Lancaster
McPherson, D., merchant ..... Lancaster
McVane, Angus, saddler ..... Alexandria
Mathie, W., merchant, and agent Bank of Montreal ..... Cornwall
Mattice & Colquhoun, merchants ..... Dickenson's Landing

Orvis, A. D., merchant ..... Morrisburg

Parke, W. J., jeweller and watchmaker ..... Cornwall
Patterson, H., printer, "Freeholder Office" ..... Cornwall
Percy, W., tinsmith ..... Cornwall
Perkins, H., tanner ..... Cornwall
Pringle, J. F., agent Bank of Upper Canada ..... Cornwall
Prouty, F., baker and grocer ..... Dickenson's La

Rattray, Charles, druggist ..... Cornwall
Raymond, W., merchant ..... Mariatown
Robertson, George, miller ..... Mille Roches
Rose, Robert, merchant ..... Armstrong's Mills
Rose, J. N., merchant ..... Morrisburg
Ross, John S., merchant ..... Matilda

Shaver, W. J., saddler ..... Matilda
Shirky ——, tanner ..... Armstrong's Mills
Smith & Miller, iron founders ..... Alexandria
Smith, John R., merchant and potash manufacturer .. Martintown
Smith ——, tanner ..... Cooksville
Sproul, John, merchant ..... Martintown

Tait, P., merchant ..... Mille Roches
Tait, John, lumber merchant ..... Mille Roches

VanAllan, William, saddler ..... Morrisburg
Vankoughnet, P., merchant and potash manufacturer .. Cornwall
Vetter & Hearle, fancy soap makers ..... Dickenson's Landing

Wagner, Daniel, merchant ..... Dickenson's Landing
Weegar, A., saddler ..... Morrisburg
Wharton, Alexander, carder and fuller ..... Matilda
Whitcomb, E. J., merchant ..... Dickenson's Landing
Wilson, Alexander, distiller ..... Martintown
Wilson, Charlotte, merchant ..... Martintown
Woods, G. C., postmaster, and agent Commercial Bank . Cornwall
Wyatt, D., tanner ..... Charlesville

PROFESSIONAL MEN, &c.

Allan, W. C., Dr. ..... Cornwall

Bergin, D., Dr. ..... Cornwall

Chesley, A., barrister, &c. ..... Morrisburg

Dickinson, J. G., Dr. ..... Cornwall

Fraser, Alexander, registrar county of Glengarry .... Williamstown

Grant, James, Dr. ..... Martintown

Hart, S., crown lands agent ..... Cornwall
Jarvis, G. S., judge of county court ..... Cornwall

Kay, W., master of grammar school ..... Cornwall

Macdonald, R., treasurer of united counties ..... Cornwall
Macdonald, J. S., barrister ..... Cornwall
Macdonald, R., Dr. ..... Cornwall
McDonald, A. S., clerk of county court ..... Cornwall
McDonald, A., Dr. ..... Williamstown
Macdonell, George, barrister and judge of surrogate court ..... Cornwall
Macdonell, John, barrister ..... Cornwall
Macdonell, P. J., barrister ..... Cornwall
Macdonell, Alexander, barrister, &c. ..... Morrisburg
McDonell, A., registrar of Dundas, and collector of customs ..... Morrisburg
Macintyre, D. E., sheriff ..... Cornwall
McIntyre, D. A., Dr. ..... Williamstown
Makenzie, A. M., attorney ..... Cornwall
McLean, J., registrar county of Stormont ..... Cornwall
McLean, Alexander, registrar of surrogate court .... Cornwall

Pringle, James, clerk of peace ..... Cornwall
Pringle, J. F., barrister ..... Cornwall

Rattray, C., Dr. ..... Cornwall
Ross, W., barrister ..... Cornwall

Vankoughnet, P., inspector of licenses ..... Cornwall
Verner, John, collector of customs ..... Dickenson's Landing

Wagner, William H., Dr. ..... Dickenson's Landing
Walker, J., barrister ..... Cornwall

Wood, G. C., collector of customs, and deputy clerk of crown ..... Cornwall
Worthington, A., Dr. ..... Matilda

HOTEL, INN, AND TAVERN KEEPERS.

Broeffle, D. T. ..... Morrisburg
Burton, B. ..... Cornwall

Haines, J. ..... Mariatown
Hanes, A. ..... Dickenson's Landing
Hickey, G. S. ..... Cornwall

Pitt, W. J. ..... Cornwall

Waggoner, W. ..... Cornwall
Waggoner, B. ..... Cornwall

Wait, H. ..... Morrisburg

LIST OF POST OFFICES

IN CANADA WEST.

Name of Office.	*Township.*	*County.*	*Name of Postmaster.*
Acton	Esquesing	Halton	Robert Swan
Addison	Elizabethtown	Leeds	John Wood
Adelaide	Adelaide	Middlesex	John Hoare
Adjala	Adjala	Simcoe	James Hart
Admaston	Admaston	Renfrew	Archibald Patterson
Adolphustown	Adolphustown	Lennox & Add.	David McWhirter
Albion	Albion	York	Samuel Walford
Aldborough	Aldborough	Middlesex	John McDougal
Alexandria	Lochiel	Glengarry	Alexander McDonell
Allanburg	Thorold	Welland	John Rannie
Alnwick	Alnwick	Northumberland	William Case
Ameliasburgh	Ameliasburg	Prince Edward	O. Roblin
Amherstburg	Malden	Essex	James Kevill
Amherst Island	Amherst Island	Lennox & Add.	N. Heagans
Amiens	Lobo	Middlesex	D. McPherson
Ancaster	Ancaster	Wentworth	James Chep
Arnprior	McNab	Renfrew	Alexander Goodwin
Artemisia	Artemisia	Simcoe	John Sproule
Ashton	Goulbourn	Carleton	John Sumner
Asphodel	Asphodel	Peterboro	J. S. Fowlds
Athol	Indian Reserve	Glengarry	James McDonnell
Aylmer	Malahide	Middlesex	Philip Hodgkinson
Ayr	Dumfries	Halton	Robert Wyllie
Bagot	Bagot	Renfrew	John Holliday
Ballinafad	Erin	Waterloo	Robert P. Rogers
Balmoral	Walpole	Haldimand	John Heasman
Barrie	Vespra	Simcoe	John McWatt
Barton's Corners	Osgoode	Carleton	John Monaghan
Bath	Ernestown	Lennox & Add.	W. J. Fairfield
Bayfield	Stanley	Huron	James Gairdner
Bayham	Bayham	Middlesex	Thomas Springall
Beachville	Oxford	Oxford	L. Crittenden
Beamsville	Clinton	Lincoln	J. B. Osborne
Beaverton	Thorah	York	D. Cameron
Bellamy's Mills	Ramsay	Lanark	John Bowes
Bell's corners	South Easthope	Huron	William Cassey
Bell's corners	Nepean	Carleton	George Arnold
Belleville	Thurlow	Hastings	J. H. Meacham

Name of Office.	*Township.*	*County.*	*Name of Postmaster.*
Bentinck	Bentinck	Waterloo	M. C. Schofield
Berlin	Waterloo	Waterloo	William Davidson
Beverly	Bastard	Leeds	John Warren
Binbrook	Binbrook	Wentworth	Henry Hall
Bloomfield	Hallowell	Prince Edward	Philip Clarke
Bond Head	Tecumseth	Simcoe	Charles McVitty
Bongard's corners	Marysburg	Prince Edward	John Bongard
Bosanquet	Bosanquet	Lambton	Joseph Hilborn
Bradford	W. Gwillimbury	Simcoe	George Douglas
Brantford	Brantford	Wentworth	Jos. D. Clement
Brighton	Brighton	Northumberland	J. Lockwood
Brock	Brock	York	Thomas Hill
Brockville	Elizabethtown	Leeds	H. Jones
Bronte	Trafalgar	Halton	E. Williams
Brooke	Brooke	Lambton	A. McGregor
Bromley	Bromley	Renfrew	John Robertson
Brooklin	Whitby	York	Robert Darlington
Brougham	Pickering	York	Richard Pain
Brucefield	Tuckersmith	Huron	D. McMillan
Bruce Mines	Lake Huron		H. Acton
Burford	Burford	Oxford	W. M. Whitehead
Burritt's Rapids	Marlboro	Carleton	S. Burritt
Buttonville	Markham	York	W. Morrison
Buxton	Raleigh	Kent	A. McLachlan
Bytown	Gloucester	Carleton	T. W. Baker
Caledon	Caledon	York	George Bell
Caledon East	Caledon East	York	James McDougal
Caledonia Springs	Caledonia	Prescott	Alexander McPhee
Camden East	Camden East	Lennox & Add.	Samuel Clarke
Campbell's Cross	Chinguacousy	York	R. C. McCollum
Canning	Blenheim	Oxford	Thomas Allchin
Canboro	Canboro	Haldimand	W. Fitch
Cannington	Brock	York	Charles Gibbs
Carleton Place	Ramsay	Lanark	Robert Bell
Cartwright	Cartwright	Durham	William Vance
Castleford	Horton	Renfrew	Thomas O'Neil
Cavan	Cavan	Durham	John Knowlson
Cayuga	Cayuga	Haldimand	D. Campbell
Centreville	Camden East	Lennox & Add.	James N. Lapum
Cherry Valley	Hallowell	Prince Edward	I. T. Insley
Chinguacousy	Chinguacousy	York	P. Howland
Chippewa	Stamford	Welland	William Hepburn
Churchville	Toronto	York	W. Duggan
Clarence	Clarence	Russell	Richard Woodley
Clarke	Clarke	Durham	John Beavis
Cobden	Ross	Renfrew	Jason Gould
Cobourg	Hamilton	Northumberland	Thomas Scott
Colborne	Cramahe	Northumberland	J. A. Colborne

Name of Office.	*Township.*	*County.*	*Name of Postmaster.*
Colchester	Colchester	Essex	G. Buchanan
Coldwater	Medonte	Simcoe	James Shaw
Colebrooke	Camden	Lennox & Add.	Charles Warner
Columbus	Whitby	York	John Black
Comber	Tilbury West	Kent	James Gracey
Consecon	Hillier	Prince Edward	Wm. Kirkland
Cookstown	Tecumseth	Simcoe	James Harper
Cooksville	Toronto	York	F. B. Morley
Copetown	Beverley	Halton	J. G. Dresser
Cornwall	Cornwall	Stormont	G. C. Wood
Credit	Toronto	York	James Magrath
Creemore Mills	Nottawasaga	Simcoe	W. Webster
Crosby's corner	Markham	York	A. Alexander
Crowland	Crowland	Welland	Wm. Vanalstine
Cumberland	Cumberland	Russell	George D. Dunning
Cumminsville	Nelson	Halton	Wm. Panton
Darlington	Darlington	Durham	R. Fairbairn
Dawn Mills	Dawn	Kent	James Smith
DeCewsville	Cayuga	Haldimand	Wm. DeCew
Delaware	Delaware	Middlesex	John Drake
Demorestville	Sophiasburg	Prince Edward	N. Sprague
Dereham	Dereham	Oxford	D. Herrick
Derry West	Toronto	York	Thomas McClair
Dickenson's Lan'g	Osnabruck	Stormont	Wm. Colquhoun
Dorchester	Dorchester	Middlesex	Thomas Putnam
Drummondville	Stamford	Welland	S. Falconbridge
Dundas	W. Flamborough	Halton	J. B. Ewart
Dunnville	Moulton	Haldimand	John Armour
East Glenelg	Glenelg	Waterloo	Eliza Atkinson
East Holland	Holland	Waterloo	H. Cardwell
Easton's corners	Wolford	Grenville	T. S. Easton
Eden Mills	Eramosa	Waterloo	A. L. Argo
Edmonton	Chinguacousy	York	Thomas Watson
Edwardsburgh	Edwardsburg	Grenville	W. S. Akin
Ekfrid	Ekfrid	Middlesex	Christopher Corneil
Eldon	Eldon	Peterboro	Angus Ray
Elgin	South Crosby	Leeds	P. Pennock
Elginfield	London	Middlesex	Wm. Frank
Elora	Nichol	Waterloo	Charles Allan
Embro	Zorra	Oxford	John Mathieson
Emily	Emily	Peterboro	Robert Grandy
Ennisville	Drummond	Lanark	Michael Murphy
Eramosa	Eramosa	Waterloo	Wm. Forsyth
Erin	Erin	Waterloo	Wm. Cornock
Errol	Plympton	Kent	George Whiting
Escott	Yonge	Leeds	Thomas Vanston
Esquesing	Esquesing	Halton	Richard Tracey

Name of Office.	*Township.*	*County.*	*Name of Postmaster.*
Etobicoke	Etobicoke	York	W. Gamble
Euphrasia	Euphasia	Simcoe	T. J. Rorke
Farmersville	Yonge	Leeds	Arza Parrish
Fenelon Falls	Fenelon	Peterboro	Wm. Powell
Fergus	Nichol	Waterloo	James McQueen
Finch	Finch	Stormont	Adam Cockburn
Fingal	Southwold	Middlesex	L. Fowler
Fitzroy Harbour	Fitzroy	Carleton	George Learmouth
Flos	Flos	Simcoe	John Craig
Fort Erie	Bertie	Welland	Wm. Rainsford
Frankford	Sidney	Hastings	Wm. Bowen
Franktown	Beckwith	Lanark	E. McEwen
Fredericksburg	Fredericksburg	Lennox	W. J. Sloane
Galt	Dumfries	Halton	Absolam Shade
Gananoqui	Leeds	Leeds	John Macdonald
Garrafraxa	Garrafraxa	Waterloo	Andrew Lightbody
Georgetown	Esquesing	Halton	John Sumpter
Georgina	Georgina	York	James O'B. Bouchier
Glanford	Glanford	Wentworth	D. C. Choate
Glen Morris	Dumfries	Halton	Robert Sheil
Goderich	Goderich	Huron	Thomas Kydd
Gore's Landing	Hamilton	Northumberland	Wm. Brown
Gormley's corners	Markham	York	James Gormley
Gosfield	Gosfield	Essex	J. Coutsworth
Grimsby	Grimsby	Lincoln	R. F. Nelles
Guelph	Guelph	Waterloo	Robert Corbet
Haldimand	Haldimand	Northumberland	John Taylor
Hamilton	Barton	Wentworth	Edmond Ritchie
Harwich	Harwich	Kent	Alexander McKay
Hawkesbury	Hawkesbury	Prescott	Charles Hersey
Hay	Hay	Huron	James Murray
Hick's corners	South Gower	Grenville	J. S. Archibald
Hillier	Hillier	Prince Edward	Philip Flagler
Hillsborough	Erin	Waterloo	W. Gooderham
Holland Landing	Gwillimbury East	York	W. J. Sloan
Hornby	Esquesing	Halton	G. C. McKindsey
Horning's Mills	Nottawasaga	Simcoe	—— McGee
Houghton	Houghton	Norfolk	B. M. Brown
Howard	Howard	Kent	Duncan Warren
Hubbell's Falls	Fitzroy	Carleton	Wm. Halfpenny
Humber	Etobicoke	York	Robert Bowman
Humberstone	Humberstone	Welland	John Thompson
Hungerford	Hungerford	Hastings	Richard Marshall
Huntley	Huntley	Carleton	John Graham
Indiana	Seneca	Haldimand	R. S. Street

Name of Office.	*Township.*	*County.*	*Name of Postmaster.*
Innisfil	Innisfil	Simcoe	Benjamin Ross
Jarvis	Walpole	Haldimand	C. W. Shannon
Jordan	Louth	Lincoln	M. H. Honsberger
Katesville	Adelaide	Middlesex	Richard Brown
Kemptville	Oxford	Grenville	W. H. Bottum
Kenyon	Kenyon	Glengarry	D. Cattenach
Keswick	N. Gwillimbury	York	Cephas Goode
Kettleby Mills	King	York	John Tipping
Kilmarnock	Montague	Lanark	James Maitland
Kilworth	Delaware	Middlesex	Charles Cook
Kincardine	Kincardine	Bruce	D. McKendrick
King	King	York	D. McCallum
Kingston	Kingston	Frontenac	Robert Deacon
Kitley	Kitley	Leeds	Alexander McLean
Lanark	Lanark	Renfrew	John Hall
Lancaster	Lancaster	Glengarry	Kenneth McPherson
Lindsay	Ops	Peterboro	D. Culbert
Lloydtown	Lloydtown	King	A. Eastwood
Lobo	Lobo	Middlesex	H. Agustine
Lochiel	Lochiel	Glengarry	Owen Quigley
London	London	Middlesex	G. J. Goodhue
L'Orignal	Longueil	Prescott	T. H. Johnson
Loborough	Loborough	Frontenac	Hugh Madden
Lowville	Nelson	Halton	Thomas Baxter
Lindhurst	Lansdowne	Leeds	A. Cameron
McGillivray	McGillivray	Huron	Daniel Shoff
McKillop	McKillop	Huron	George Gouinlock
McNab	McNab	Renfrew	James Morris
Madoc	Madoc	Hastings	George A. Olmstead
Maidstone	Maidstone	Essex	John Murray
Maitland	Augusta	Leeds	Robert Harvey
Manitouwawning	Lake Huron		George Ironside
Manvers	Manvers	Durham	David Gairdner
Mara	Mara	York	M. McDonogh
March	March	Carleton	Thomas Read
Mariposa	Mariposa	Peterboro	Mary Douglas
Marmora	Marmora	Hastings	Richard Laycock
Maitland River	Arthur	Waterloo	Wm. Gunn
Marshville	Wainfleet	Welland	Edward Lee
Markham	Markham	York	Archibald Barker
Martintown	Charlottenburg	Glengarry	Alexander McMartin
Marysville	Tyendinaga	Hastings	Joseph Defoe
Matilda	Matilda	Dundas	George Brouse
Medonte	Medonte	Simcoe	Edward Moon
Melancthon	Melancthon	Waterloo	James Beachall

Name of Office.	*Township.*	*County.*	*Name of Postmaster.*
Melrose	Tyendenaga	Hastings	George Duncan
Mono Centre	Mono	Simcoe	Wm. Large
Mount Elgin	Dereham	Oxford	D. C. Wood
Mellville	Hillier	Prince Edward	John Wilson
Mirickville	Wolford	Grenville	E. H. Whitmarsh
Merrittsville	Crowland	Welland	Thomas Burgar
Mersea	Mersea	Essex	Jonathan Wingfield
Middleton	Middleton	Norfolk	Joseph Lawson
Milford	Marysburg	Prince Edward	Edward Fegan
Milbrook	Cavan	Durham	M. Knowlson
Mill Creek	Ernestown	Lennox & Adding	P. S Timmerman
Mill Point	Richmond	Lennox & Adding	James Bowen
Milton	Trafalgar	Halton	M. Teetzel.
Mitchell	Logan	Perth	John Hicks
Mohawk	Brantford	Wentworth	A. Cook
Moira	Huntingdon	Hastings	A. Mactaggert
Mono Mills	Mono	Simcoe	James Gillespie
Moore	Moore	Kent	James Baby
Morpeth	Howard	Kent	D. Warren
Morrisburg	Matilda	Dundas	James Holden
Morven	Ernestown	Addington	John Gordonier
Mosa	Mosa	Middlesex	H. R. Archer
Moulinette	Cornwall	Stormont	Thomas McCosh
Mulmur	Mulmur	Simcoe	John Little
Murray	Murray	Northumberland	Charles Biggar
Nanticoke	Walpole	Haldimand	Samuel Haskett
Napanee	Richmond	Lennox	Alexander Campbell
Nassagaweya	Nassagaweya	Halton	Thomas Easterbrook
Nelson	Nelson	Halton	Timothy Cooper
New Aberdeen	Waterloo	Waterloo	George Davidson
Newboro	North Crosby	Leeds	Benjamin Tett
Newburgh	Camden	Lennox & Add.	A. T. G. Hooper
Newcastle	Clarke	Durham	John Short
New Durham	Burford	Oxford	Jesse Schooley
New Hamburg	Wilmot	Waterloo	Wm. Scott
New Hope	Waterloo	Waterloo	Conrad Nahrgang
Newmarket	Newmarket	York	Wm. Roe
Niagara	Niagara	Lincoln	Alexander Davidson
Nooleton	King	York	Thomas Noble
Normanby	Egremont	Waterloo	David Cochrane
Normandale	Charlotteville	Norfolk	John Tolmie
North Adjala	Adjala	Simcoe	Thomas Brown
North Augusta	Augusta	Grenville	S. J. Bellamy
North Gower	North Gower	Carleton	George Hartwell
North Huntley	Huntley	Carleton	David Moorhead
North Lancaster	Lancaster	Glengarry	Charles Leclair
Northport	Sophiasburg	Prince Edward	Samuel Solmes
Norval	Esquesing	Halton	Wm. Clay.

Name of Office.	*Township.*	*County.*	*Name of Postmaster.*
Norwich	Norwich	Oxford	Thomas Wallace
Norwood	Asphodel	Peterboro	James Foley
Nottawasaga	Nottawasaga	Simcoe	Angus Campbell
Oak Ridges	Whitchurch	York	A. McKechnie
Oakland	Oakland	Oxford	John Joyne
Oakville	Trafalgar	Halton	R. K. Chisholm
Oakwood	Mariposa	Peterborough	A. McLauchlin
Onondago	Onondago	Wentworth	W. D. Soules
Orangeville	Garrafraxa	Waterloo	O. Lawrence
Orillia	Orillia	Simcoe	E. G. Slee
Oro	Oro	Simcoe	Donald Grant
Osgoode	Osgoode	Carleton	Daniel Cameron
Oshawa	Whitby	York	Gavin Burns
Otonabee	Otonabee	Peterborough	Thomas Short
Otterville	Norwich	Oxford	John H. Cornel
Owen's Sound	Sydenham	Waterloo	George Brown
Oxford	Oxford	Oxford	Daniel Phelan
Osnabruck	Osnabruck	Stormont	John Bockus
Packenham	Packenham	Renfrew	Andrew Dickson
Palermo	Trafalgar	Halton	H. M. Switzer
Paris	Dumfries	Halton	George Macartney
Peel	Peel	Waterloo	George Allan
Pefferlaw	Georgina	York	Mrs. Johnston
Pelham	Pelham	Welland	J. S. Price
Pembroke	Pembroke	Renfrew	Alexander Moffat
Penetanguishine	Tiny	Simcoe	W. B. Hamilton
Percy	Percy	Northumberland	W. M. Platt
Perth	Drummond	Lanark	J. P. Grant
Peterboro	North Monaghan	Peterboro	S. J. Carver
Petersburg	Wilmot	Waterloo	John Ernst
Pickering	Pickering	York	F. Leys
Picton	Marysburg	Prince Edward	D. Barker
Plantagenet	Plantagenet	Prescott	P. McMartin
Plympton	Plympton	Lambton	P. McGregor
Point Abino	Bertie	Welland	R. Disher
Port Burwell	Bayham	Middlesex	L. Burwell
Port Colborne	Humberstone	Welland	J. Fortier
Port Credit	Etobicoke	York	James Cotton
Port Dalhousie	Grantham	Lincoln	J. H. Martindale
Port Dover	Woodhouse	Norfolk	Henry Waters
Port Hope	Hope	Durham	David Smart
Port Maitland	Dunn	Haldimand	Wm. Benson
Port Robinson	Thorold	Welland	Andrew Murray
Port Rowan	Walsingham	Norfolk	Andrew McLennan
Port Sarnia	Sarnia	Kent	George Durand
Port Stanley	Yarmouth	Middlesex	B. J. Thompson
Port Talbot	Dunwich	Middlesex	John Clarke

Name of Office.	*Township.*	*County.*	*Name of Postmaster.*
Portland	Bastard	Leeds	S. S. Scovil
Prescott	Augusta	Grenville	Alpheus Jones
Preston	Waterloo	Waterloo	Jacob Hespeler
Princeton	Blenheim	Waterloo	W. Ferguson
Priceville	Egremont	Oxford	Jno. Thompson
Proton	Proton	Waterloo	Geo. Armstrong
Puslinch	Puslinch	Waterloo	Wm. Leslie
Queenston	Niagara	Lincoln	Jno. Stayner
Queensville	E. Gwillimbury	Simcoe	Jas. Aylwood
Rainham	Rainham	Haldimand	Charles Haldimand
Raleigh	Raleigh	Kent	Jno. Crow
Ramsay	Ramsay	Lanark	Jas. Wylie
Rawdon	Rawdon	Hastings	Wm. Judd
Reach	Reach	York	A. Hurd
Rednersville	Ameliasburg	Prince Edward	Wm. Herman
Renfrew	Horton	Renfrew	Geo. Ross
Richmond	Goulbourn	Carleton	W. R. Lyon
Richmond Hill	Vaughan	York	M. Teefy
River Maitland	Arthur	Waterloo	And. Mitchell
River Trent	Murray	Northumberland	Jas. Cumming
Rockton	Beverley	Halton	W. W. Barlow
Romney	Romney	Kent	Thos. Renwick
Rond'eau	Harwich	Kent	O. Gee
Ross	Ross	Renfrew	Jas. McLaren
Rupert	Vaughan	York	Joseph Noble
Russell	Russell	Russell	Wm. Duncan
St. Andrews	Cornwall	Stormont	Allan Grant
St. Catherines	Louth	Lincoln	J. P. Merritt
St. George	Dumfries	Halton	Geo. Stanton
St. Johns	Thorold	Welland	Jas. C. Harris
St. Johns	Pelham	Welland	Charles Fell
St. Marys	Blanshard	Bruce	Thomas Christie
St. Raphaels	Charlottenburg	Glengarry	D. F. McDonnell
St. Thomas	Yarmouth	Middlesex	Edward Ermatinger
St. Vincent	St. Vincent	Simcoe	Wm. Stephenson
Sandhill	Albion	York	Robert Dwyer
Sandwich	Sandwich	Essex	P. H. Morin
Sand Point	McNab	Renfrew	Alexander McDonell
Saugeen	Saugeen	Bruce	Robert Reid
Sault St. Marie	Lake Superior		Joseph Wilson
Scarborough	Scarborough	York	A. McLean.
Seeley's Bay	Leeds	Leeds	D. Birney
Seneca	Seneca	Haldimand	James Little
Seymour East	Seymour E.	Northumberland	D. Allan
Seymour West	Seymour W.	Northumberland	James Boland
Shannonville	Tyendinaga	Hastings	H. Holden

Name of Office.	*Township.*	*County.*	*Name of Postmaster.*
Sharon	Gwillimbury E.	York	J. C. Hogaboom
Sheffield	Beverley	Halton	S. Holcomb
Simcoe	Woodhouse	Norfolk	Thomas J. Mulkins
Smith's Falls	N. Elmsley	Lanark	James Shaw, Junr.
Smithville	Grimsby	Lincoln	A. Morse
Smithville	Thurlow	Hastings	Wm. Ashley
South Gower	South Gower	Grenville	Robert S. Bower
Sombra	Sombra	Kent	P. Cattanach
South March	March	Carleton	John J. Goodman
South Monaghan	South Monaghan	Northumberland	John Clemishaw
South Mountain	Mountain	Dundas	John Morrow
S. Westmeath	Westmeath	Renfrew	D. Beach, Junr.
Sparta	Yarmouth	Middlesex	John A. Eakins
Spencerville	Edwardsburg	Grenville	W. B. Imrie
Spike's Corners	Portland	Frontenac	B. Waterman
Stanley's Mills	Chinguacousy	York	J. Figg
Straffordville	Bayham	Middlesex	W. Hatch
Stevensville	Bertie	Welland	Benj. House
Stoney Creek	Saltfleet	Wentworth	Jno. Williamson
Storrington	Storrington	Frontenac	H. Spring
Stouffville	Whitchurch	York	A. C. Lloyd
Strabane	Flamborough W.	Halton	M. Peebles
Stratford	S. Easthope	Huron	A. F. Mickle
Streetsville	Toronto	York	W. H. Patterson
Sullivan	Holland	Waterloo	W. Buchanan
Summerville	Etobicoke	York	Wm. Telfer
Sunnidale	Sunnidale	Simcoe	Alex. Gillespie
Tecumseth	Tecumseth	Simcoe	E. Hughes
Temperanceville	Yarmouth	Middlesex	D. Sutherland
Thamesville	Camden West	Kent	Wm. Mayhew
Thamesford	Nissouri	Oxford	Robt. McLean
Thistleton	Etobicoke	York	J. A. Thistle
Thornhill	Markham	York	Wm. Parsons
Thorold	Thorold	Welland	Peter Keefer
Tilbury East	Tilbury E.	Kent	James Smith
Toronto City	York	York	Charles Berczy
Trafalgar	Trafalgar	Halton	Alex. Proudfoot
Tuckersmith	Tuckersmith	Huron	Richard Thwaite
Tullamore	Toronto Gore	York	R. Wright
Tuscarora	Tuscarora	Wentworth	George Youell
Tyrconnel	Dunwich	Middlesex	L. Patterson
Unionville	Markham	York	A. Eckhardt
Uxbridge	Uxbridge	York	J. Bascom
Vankleek Hill	Hawkesbury	Prescott	N. Stewart
Vaughan	Vaughan	York	R. Bywater
Vienna	Bayham	Middlesex	W. B. Wrong

Name of Office.	*Township.*	*County.*	*Name of Postmaster.*
Vittoria	Charlotteville	Norfolk	S. McCall
Wallaceburg	Sombra	Kent	Calvin Smith
Walpole	Walpole	Haldimand	H. Wiseman
Walsingham	Walsingham	Norfolk	J. D. Willard
Warsaw	Dummer	Peterboro	Thomas Choate
Warwick	Warwick	Kent	H. M. Carroll
Waterdown	Flamboro East	Halton	R. Lottridge
Waterford	Townsend	Norfolk	J. L. Green
Waterloo	Waterloo	Waterloo	D. Snyder
Welland Port	Gainsboro	Lincoln	L. Cavers
Wellesley	Wellesley	Waterloo	Wm. Brown
Wellington	Hillier	Prince Edward	A. McFaul
Wellington S.	Nelson	Halton	H. Smith
West Essa	Essa	Simcoe	Thomas Drury
Windham Centre	Windham	Norfolk	John Green
West Flamboro	West Flamboro	Halton	W. Colcleugh
West Huntingdon	Huntingdon	Hastings	Philip Luke
West Port	North Crosby	Leeds	A. Chambers
West Woolwich	Woolwich	Waterloo	Edward Bristow
Westmeath	Westmeath	Renfrew	C. S. Bellows
Westminster	Westminster	Middlesex	James Reynolds
Weston	Etobicoke	York	J. A. Donaldson
Whitby	Whitby	York	A. McPherson
Whitchurch	Whitchurch	York	Charles Doane
White Lake	McNab	Renfrew	John Paris
Williams	Williams	Middlesex	D. McIntosh
Williamstown	Charlottenburg	Glengarry	D. Macnichol
Wilmot	Wilmot	Waterloo	Robert Hayes
Wilton	Ernestown	Lennox & Add.	S. Warner
Winchester	Winchester	Dundas	R. H. Rose
Windsor	Sandwich	Essex	D. Ouellette
Wolfe Island	Wolfe Island	Frontenac	Mary Hitchcock
Woodstock	Woodstock	Oxford	H. C. Barwick
Woolwich	Woolwich	Waterloo	John Gordon
Yonge	Yonge	Leeds	N. Baxter
York	Seneca	Haldimand	Charles Hudson
York Mills	York	York	C. VanNostrand
Zone Mills	Zone	Kent	George P. Kerby

Post-Offices have also lately been established at the following places, but we have not received the names of the Postmasters:—

Village or Township.	*County.*	*Village or Township.*	*County.*
Aberfoyle	Waterloo.	Lonsdale	Hastings.
Allisonville	Prince Edward.	Maryboro	Waterloo.
Caledonia	Prescott.	Mount Vernon	Wentworth.
Carlisle	Halton.	Nilestown	Middlesex.
Chesterfield	Oxford.	Perrytown	Durham.
Clapham	Lennox and Add.	Phillipsburg	Waterloo.
Claremont	York.	Port Royal	Norfolk.
Doon Mills	Waterloo.	Receville	Prescott.
East Hawksbury	Prescott.	Richwood	Oxford.
Hamburg	Lennox and Add.	Rotverton	Oxford.
Hampton	Durham.	St. Anne	Lincoln.
Harlem	Leeds.	Silver Hill	Norfolk.
Latta's Mills	Hastings.	Stoco	Hastings.
Le Foulon	Prescott.	Union	Middlesex.
Lennox	Lennox and Add.	Villanova	Norfolk.

LIST OF CLERGY AND MINISTERS

Of various denominations in Canada West.

CHURCH OF ENGLAND AND IRELAND.

DIOCESE OF TORONTO.

The Hon. and Right Rev. John Strachan, D.D., LL.D., Lord Bishop of Toronto.
Ven. George O'Kill Stuart, D.D., LL.D., Archdeacon of Kingston.
Ven. A. N. Bethune, D.D., Archdeacon of York.
Bishop's Chaplains—Archdeacon Bethune, H. J. Grasett, H. Scadding, W. M. Herchmer.

Alexander, J. Lynne, ... Saltfleet and Binbrook
Allen, T. W., travelling Missionary ..... Midland District
Anderson, G. A., ... Mohawk Indians, Bay of Quinte
Ardagh, S B., rector ..... Barrie
Armour, Samuel, rector ..... Cavan
Atkinson, A. F., rector ..... St. Catharines
Baldwin, Edmund, assistant minister ..... St. James's, Toronto
Bartlett, T. H. M, ... Garrison Chaplain
Belt, William, assistant minister ..... Dundas
Bethune, Archdeacon, rector ..... Cobourg
Bettridge, William, rector ..... Woodstock
Blake, D. E., rector ..... Thornhill, and rural dean
Blakey, Robert, rector ..... Prescott
Bleadsdell, William ..... Trent Port
Boomer, M., ... Galt
Boswell. E. J. rector ..... Williamsburg
Bourn, George ..... Orillia
Bower, E. C., ... Seymour
Bousfield, Thomas, assistant minister ..... Picton
Boyer, R. C., ... Mersea
Brent, Henry, St. Mark's church ..... Barriefield
Brough, C. C., rector ..... London Township
Brown, Charles ..... Malahide
Burnham, Mark, rector ..... St. Thomas
Campbell, R. F. ..... Bayfield
Caulfield, A. St. G. ..... Burford
Clarke, W. C., travelling missionary ..... Niagara District
Cooper, H. C., rector ..... Mimico
Cox, R. G., travelling missionary ..... Prince Edward District
Creen, Thomas, rector ..... Niagara
Cronyn, Benjamin, rector ..... London, and rural dean
Darling, W. S. ..... Scarboro
David, William ..... Grimsby

Denroche, Edward ..... Brockville
Dixon, Alexander, rector ..... Louth
Ede, J. H., assistant minister ..... Christ church, Hamilton
Edge, John ..... Bentinck
Elliott, Adam ..... Indian Mission, Grand River
Elliott, F. G. ..... Colchester
Ellwood, E. L, rector ..... Goderich
Evans, Francis, rector ..... Woodhouse, and rural dean
Fauquier, F. D. ..... Huntingdon
Fletcher, John ..... Mono
Flood, Richard, rector ..... Delaware
Flood, John, rector ..... Richmond
Fraser, Donald ..... Esquesing
Fuller, F. B., rector ..... Thorold, and rural dean
Garratt, Richard ..... Brock
Geddes, J. G., rector ..... Hamilton
Gibson, John ..... Georgina
Givins, S. ..... Oakville, and rural dean
Graham, George ..... Nassagaweya
Grasett, H. J., rector ..... Toronto
Grasett, E., rector ..... Fort Erie
Greene, Thomas, rector ..... Wellington Square
Greig, William ..... St. Paul's, Kingston
Grier, John, rector ..... Belleville, and rural dean
Gunne, John ..... Dawn
Gunning, W. F., rector .....
Hallen, George ..... Penetanguishine
Harding, Robert ..... Emily
Harper, W. F. S., rector ..... Bath
Harris, Michael, rector ..... Perth, and rural dean
Hebden, John ..... Church of Ascension, Hamilton
Herchmer, W. M., assistant minister ..... St George's, Kingston
Hickey, John ..... Stratford
Hill, B. C. ..... Grand River
Hill G. S. J., rector ..... Markham
Hill, Arthur ..... West Gwillimbury
Holland, Henry ..... Tyrconnel
Ingles, C. D., assistant minister ..... Chippewa
Jamieson, Andrew, ... Indian Mission, Walpole Island
Jessopp, H. B., assistant minister ..... Cobourg
Kennedy, John ..... Mohawk Indians, Grand River
Kennedy, Thomas S., rector ..... Clarke and Darlington
Ker, Matthew, rector ..... March
Lampman, Arch., travelling missionary ..... London District
Lauder, W. B., rector ..... Napanee
Leeming William, rector ..... Chippewa
Lett, Stephen ..... St. George's church, Toronto
Lewis, J. T ..... West Hawkesbury
Logan, William ..... Cartwright and Manvers
Lundy, F. J., rector ..... Grimsby
Macaulay, William, rector ..... Picton
Macgeorge, Robert J. ..... Streetsville

McIntyre, John ..... Carrying Place
Mack, Frederick, rector ..... Amherstburg
McMurray, William, rector ..... Ancaster and Dundas
Macnab, Alexander ..... Rice Lake
Marsh, J. W. ..... Elora
Marsh, Thomas W. ..... Pickering
Meyerhoffer, V. P. (superannuated)
Mackenzie, J. G. D. ..... St. Paul's church, Toronto
Merritt, Robert N., travelling missionary .... Gore District
Mitchell, Richard ..... Trinity church, Toronto
Mockridge, James, rector ..... Warwick
Mortimer, Arthur, rector ..... Adelaide
Morris, Ebenezer ..... Mirickville
Mulholland, A. H. R. ..... Owen's Sound
Mulkins, Hannibal, chaplain to Penitentiary . Kingston
Muloch, John A., rector ..... Fredericksburgh & Adolphustown
Nelles, Abraham ..... Indian Mission, Grand River
Nugent, G., missionary ..... Simcoe District
O'Meara, F. ..... Indian Mission, Manitowauneng
Osler, F. ..... Tecumseth, and rural dean
Osler, H. B. ..... Lloydtown and Albion
Padfield, J. W., rector ..... Beckwith
Palmer, Arthur, rector ..... Guelph, and rural dean
Patterson, E. ..... Portsmouth and Wolfe Island
Pentland, John ..... Whitby
Plees, H. E., travelling missionary ..... Johnstown District
Pyne, Alexander, rector ..... Carleton Place
Ramsay, S. F. ..... Newmarket
Read, Thomas B. ..... Port Burwell
Revell, Henry ..... Oxford
Ritchie, William, rector ..... Sandwich
Rogers, R. V. ..... St. James' church, Kingston
Rolph, R., rector ..... Osnabruck
Rothwell, John ..... Amherst Island
Ruttan Charles ..... Paris
Salmon, George, (superannuated)
Salter, G. J. R. ..... River St. Clair
Sandys F. W., rector ..... Chatham
Sanson, Alexander, rector ..... York Mills
Scadding Henry ..... Church of Holy Trinity, Toronto
Shanklin, Robert, assistant minister ..... St. Catharines
Shirley, Paul ..... Camden, Portland, & Loborough
Shortt, John, rector ..... Port Hope
Stennett, Walter, assistant minister ..... Church of Holy Trinity, Toronto
Stewart, A. M., assistant minister ..... Guelph
Stimson E. R., travelling missionary ..... Talbot District
Street, George Charles ..... Port Stanley
Strong, Samuel S. ..... Bytown
Stewart, Archdeacon, rector ..... Kingston
Taylor, R. J. C., rector ..... Peterboro
Tooke, J. R. ..... Marysburgh
Townley, Adam ..... Port Maitland and Dunville

Tremaine, F., travelling missionary ..... Johnstown District
Tucker, William G. ..... Chinguacousy
Usher, J. C., rector ..... Brantford
Watkins, Nathan, travelling missionary ..... Johnstown District
Wilson John ..... Colborne and Grafton
Worrell, J. B. ..... Smith's Falls.

PRESBYTERIAN CHURCH OF CANADA,

IN CONNEXION WITH THE CHURCH OF SCOTLAND.

PRESBYTERY OF HAMILTON.

Nelson—William King
Mount Pleasant—John Bryning
Clinton and Grimsby—G. McClatchey
Goderich—Alexander MacKid
Dundas and Ancaster—Andw. Bell
Fergus—Hugh Mair, D.D.
Guelph—Colin Gregor
Stratford and North Easthope—Wm. Bell, A.M.
Simcoe and Vittoria—G. Bell, A.B.
Niagara—J. B. Mowat, A.M., Clerk
Hamilton—Daniel Macnee
Galt—Hamilton Gibson
Chatham—John Robb

PRESBYTERY OF BATHURST.

Perth—William Bell, A.M.
South Gower—Joseph Anderson
Packenham—Alexander Mann, A.M.
Richmond—David Evans
Lanark—Thomas Fraser
Perth—William Bain, A.M.
Ramsay—John McMorine
Bytown—Alxander Spence
Smith's Falls—Solomon Mylne
Buckingham & Cumberland—D. Shanks

PRESBYTERY OF KINGSTON.

Kingston—John Machar, D.D.
Queen's College—James Williamson, A.M., John M. Smith, A.M.
Seymour—Robert Neill
Camden—Thomas Scott
Belleville—William McEwen
Missionary—Archibald Colquhon
Kingston—Duncan Morrison

PRESBYTERY OF TORONTO.

Pickering—P. McNaughton, A.M.
Esquesing—Peter Ferguson
Scarboro—James George
King—John Tawse, A.M.
Chinguacousy—Thomas Johnson
Mono—Alexander Lewis
Eldon—John McMurchy
Toronto—John Barclay. A.M., Clerk
West Gwillimbury—Alexander Ross
Clarke and Hope—Samuel Porter
Hornby—William Barr
Markham—James Stuart
Missionary—John Whyte
Catechist—K. McLennan

PRESBYTERY OF GLENGARRY.

Williamstown—John McKenzie, A.M.
Cornwall—Hugh Urquhart, A.M.
MartintownJohn McLaurin
Osnabruck—Isaac Purkis
Lancaster—Thomas McPherson, A.M., Clerk
Dalhousie Mills and Cote St. George—Æneas McLean
Finch—Donald Monro

PRESBYTERIAN CHURCH OF CANADA.

PRESBYTERY OF TORONTO.

Toronto–Knox's church, Rt, Burns,D.D.
Streetsville—Robert Ure
Oakville & Trafalgar—James Nisbet
Barrie and Innisfil—Thos. Lowrie
Caledon and Erin—D. McMillan
Markham—James Boyd
York Mills & Scarborough—T. Wightman, Clerk
Chinguacousy—A. T. Holmes
Oro, Orillia, and Medonte—John Gray
Acton, Boston, and Esquesing—John McLachlan
James Harris
Michael Willis, D.D.
Henry Esson, A.M.
Alexander Gale, A.M.

PRESBYTERY OF LONDON.

Port Sarnia—William McAlister
Zorra—Donald McKenzie
North East Hope—D. Allan
Tuckersmith—William Graham
Ekfrid and Mosa—W. R. Sutherland
Chatham—Angus McColl
Ingersoll—Robert Wallace
Williams—L McPherson
St. Thomas—John Fraser
Stratford—Thomas Macpherson
London—John Scott
Woodstock—Wm. S. Ball, Clerk
London Road, Tuckersmith—John Ross
Buxton, Mission to Coloured Population—Wm. King, ordained mission'y
Wellesley—George Case

PRESBYTERY OF HAMILTON.

Grimsby—Daniel Eastman
Hamilton—George Paxton Young
Saltfleet and Binbrook—Geo. Cheyne
Ayr—Robert Lindsay
Dundas and Ancaster—M. Y. Stark, Clerk
Galt—John Bayne
Fergus—George Smellie
Puslinch—William Meldrum
Wellington Square—Alex. McLean
Guelph—John G. McGregor
Sydenham—John McKinnon
Port Dover and Simcoe—Andrew Wilson

PRESBYTERY OF COBOURG.

Cavan, South—James Douglass
Peterboro and Cavan—J. M. Roger
Cobourg—Donald McLeod
Grafton & Colborne—John W. Smith, Clerk
Baltimore and Cold Springs—Wm. J. McKenzie
Otonabee—Francis Andrews
Darlington—John Smith

PRESBYTERY OF KINGSTON.

Demorestville—James Rogers
Gananoque—Henry Gordon
Kingston—Chalmer's church, Robert F. Burns; Brock Street, Robert Reid
Belleville—William Gregg, Clerk
Picton—William Reid, A.M.
Huntingdon—Andrew Hudson

PRESBYTERY OF BROCKVILLE.

Prescott—Robert Boyd
Brockville—John McMurray
Spencerville—James Greggie, Clerk
South Gower—W. J. McDowell
William Spart
J. Cairns,

PRESBYTERY OF PERTH.

Perth—James B. Duncan
Dalhousie and Sherbrooke—Jas. Finlay
McNab & Horton—S. C. Fraser, A M.
Osgoode & Gloucester—Wm. Lochead
Bytown—Thomas Wardrope, Clerk
Pembroke—Andrew Melville
Wakefield—John Corbett
Beckwith—Peter Gray
Goulbourn and Nepean—John Gourlay

UNITED PRESBYTERIAN SYNOD IN CANADA.

PRESBYTERY OF LONDON.

Blenheim & Woodstock—Geo. Murray
Bethel, English Settlement—James Skinner
McKillop—Alexander McKenzie
Goderich—Charles Fletcher
London—John J. A. Proudfoot
Stanley—John Logie
Adelaide—William Howden
Chatham, Tilbury—John Fraser

PRESBYTERY OF FLAMBOROUGH.

Flamboro', Dundas—Thomas Christie
Hamilton—John Hogg
St. George—James Roy, Clerk
West Dumfries—Alexander Ritchie
Paris—David Caw
Beverly—John Porteous
Brantford—Alexander Drummond
Chippewa—William Christie
Caledonia—Andrew Ferrier, D.D.
Blandford—Robert Rodgers

PRESBYTERY OF TORONTO.

West Gwillimbury, Tecumseth, Essa—William Fraser
Toronto—John Jennings
Richmond Hill—James Dick, Clerk
Chinguacousy—David Coutts
Pickering—Alexander Waddell
Brampton—James Pringle
Caledon—Thomas Dickson

PRESBYTERY OF LANARK.

Smith's Falls—William Aitkin
Packenham, Fitzroy Harbour—Alex. Henderson, Clerk

PRESBYTERY OF DURHAM.

Whitby—Robert H. Thornton
Port Hope, Perrytown—John Cassie
Clarke—George Lawrence
Newton, Clarke—Wm. Ormiston
Emily, Manvers, Ops—John Ewing
Darlington—Alexander Kennedy

PRESBYTERY OF WELLINGTON.

Eramosa—William Barrie
Guelph—Robert Torrance
Elora, Nichol—John Duff

CONGREGATIONAL DENOMINATION.

Asphodel—T. Searight
Brantford—T. Baker, J. Lightbody
Bolton's Mills—J. Wheeler
Brock—N. McKinnon
Cold Springs—W. Hayden
Cobourg—T. Snell
Darlington—J. Climie
Eramosa—R. J. Williams
Esquesing—H. Denny
Glandford—S. Finton
Hamilton—R. Robinson
Kingston—K. M. Fenwick
London—W. F. Clarke
L'Orignal— — Anderson
Newmarket—T. J. Hodgskin
Oakland—W. Hay
Oro—A. Raymond
Paris and Burford—J. Vincent
Pelham—S. King
St. Andrews—T. Bayne
Simcoe—William Clarke
Southwold—J. Silcox
Stratford—J. Durant
Port Stanley—William Alworth
Port Sarnia and Moore—J. Armour
Toronto—John Roaf, A. Geikie, Adam Lillie
Guelph—John Josiah Braine
Dundas—James Bates

BAPTIST DENOMINATION.

Ancaster—W. Smith
Aylmer—Israel Marsh, A. McLane
Ayr—J. Bray
Augusta—P. MacDonald
Breadalbane—W. K. Anderson
Bayham—S. Baker, S. Rouse
Beamsville—W. Hewson
Beverley, C.W.—J. Minor
Binbrook—J. Hooper
Beverly, G. D.—Joseph Clutton, D. Patton
Beverly, J. D.—P. Schofield
Blanchard—W. L. Bayley
Belleville—A. Snyder
Blenheim—P. Pickle, T. Caviland
Bosanquet—J. Williams
Brantford—T. L. Davidson, S. Reed
Bloomfield—J. Horne
Brockville—J. Cooper
Burford—J. Chandler
Bronte—J. Oakley
Canboro'—W. Cook
Chatham—W. Goone, R. Herrington
Chatham Village—A. Campbell
Colchester—E. Highwarden
Carlton Place—D. Holcroft
Chinguacousy—H Reid
Dereham—J Elliott
Dorchester—I Fay
Drummondville—W. Wilkinson
Dundas—J Mockson
Dunnville—W Freeman
East Oxford—Ira Howey, W. Beardsall
Easthope—Milne St. Bagley.
Elmsley—D. McNab
Esquesing—J. Clark
Farmersville—W Leech
Fredericksburgh—E. Clark
Fingal—McIntyre, — McLean
Gosfied—N. French, G. Jacobs
Grafton—W. Lacey
W. Gwillimbury—J. E. Howd
Hope—S Tapscot
Haldimand—D. Wait
Hamilton—A. Booker, E. Brown, S. T. Griswold
Houghton—W. Willis
King—H. Norman, W. Miller
Kingston—A. Lorimer, A.B, W. H. Coombs
Lanark—J. Smith
Leeds—W. Hulbert, A. Stevens
Lobo—D. Sinclair, A. Chute
Lochabar—J. Edwards
London—R. Boyd
Louth and Pelham—D. Way
Markham—A. M. Facey
Malahide Jubilee—S McConnell
McGillivray—D A. Turrace
Matilda—Alex. Dick
Middleton—E. Clark
Niagara—F. Lacey
Nissouri—S. Vining
Norwich—I. Howey, W. McLellan, E. Smith
Oakland—J. Harris
Osgoode—D. McPhail
Osnabruck—J. Smith
Paris—A. Cleghorn
Peterborough—J. Gilmour, E. Roberts
Port Hope—J. Baird
Port Rowan—H. Fitch
Port Sarnia—G. Watson
Queenston—D. Curry
Raleigh—W Gorrie
Rainham & Townsend—J. VanLoon, jr.
Rawdon—W. Geary
Reach—J. Holman, W. Hurlburt
Sandwich—G. Jacobs
Simcoe—A. Austin, J. Gundry
St. Andrews—J. Dempsey
St. Catharines—J. E. Ryerson, J. Anderson
St. Thomas—D. W. Rowland, M. W. Hopkins
Stanley—W. Fraser
Stouffville—Alexander M. Facy
Thurlow—J. Bridges
Toronto—J. Pyper, R. Derby, Rt. Dick
Vittoria—A Duncan, G. J. Ryerse
West Oxford—E. Topping
Walpole—T. Stillwell, A, Underhill
Waterford—A. Slaght
Walsingham—H. Fitch
Windham—A. Stewart.
Woodstock—W. H. Landon, J. Winterbotham
Woolwich—James Sim
Yarmouth—Thomas Mills
Zone Mills—C. McDermand
Zorra— — Robinson, J. Beardsall, S. B. Tree, — Griffin

WESLEYAN METHODIST CHURCH IN CANADA.

Enoch Wood
John Ryerson
E. B. Harper
D. C. McDowell
E Ryerson, D.D.
Anson Green
James Spencer
Thomas Demorest
Henry Wilkinson
John Douse
James Musgrove
Wellington Jeffers
Samuel C. Philp
John Culham
Jonathan Scott
William Young
Wm. S. Blackstock
John Law
Robert Lochead
Joseph Messmore
John Goodfellow
George Beynon
Peter Kerr
J. W. Cawthorn
David Youmans
C. Flummerfelt
Wm. Willoughby
George McRitchey
J. W. McCollum
Charles Fish
Lewis Warner
Thomas Culbert
Reuben E. Tupper
Andrew Smith
William Dignam
Luther O. Rice
William Steer
Horace Dean
H. Reid
Stephen Brownell
Alex. Campbell
John Williams
J. Neelands
Edward Sallow
James Hutchinson
David Sawyer
Joseph Hill
Thomas Crews
George McDougall
W. Pollard
W. Ames

T. Harmon
Richard Phelps
John Laird
Edmund Stoney
Thomas Fawcett
Samuel Fear
Joel Briggs
James Armstrong
John Webster
N. F. English
Wm Herkimer
Edward White
Charles Sylvester
William Price
John K. Williston
Richard Whiting
Samuel Rose
John Sunday
Abm W. Sickles
John Bredin
Joseph Hewgill
Thomas Harmon
Kennedy Creighton
James Preston
Peter Jones
G. Poole
Edwin Clement
Edmund Shepherd
J. Fletcher
Hamilton Biggar
Ozias Barber
C. W. M Gilbert
Francis Chapman
E. W Ryerson
John English
Matthew Whiting
Matthew Holtby
George Kennedy
Thomas Peacock
Rowley Heyland
William Ryerson
Joseph Shepley
John Carroll
D. C. VanNorman
David Wright
Samuel Belton
John Gemley
Thomas Stobbs
William Haw
Isaac Barber
Andrew Prindle

John Baxter
John Hunt
Alex. T. Green
Wm. S. Griffin
Claudius Byrne
John S. Evans
Thomas Cosford
George Young
Robert Corson
Wm. Creighton
Thomas Jeffers
George Goodson
Solomon Waldron
Ezra Adams
G R Sanderson
S. Nelles, A.M.
John Beatty
L. Taylor
Wm. McCullough
James C. Slater
John Sanderson
Wm. Morton
Moses Blackstock
Isaac B Howard
Robert Brooking
Wm. Case
Charles Turver
Wm Sanderson
James Hughes
Richard Jones
D. B. Madden
Abraham Dayman
C. R. Allison
Wm. McFadden
Gilbert Miller
Daniel McMullen
John Black
John W. German
Michael Fawcett
Geo. F. Playter
Aaron Miller
Wm. H Poole
Joseph Reynolds
Dr. Aylsworth
Wm. Chapman
John C. Osborne
Thomas Cleghorn
Robert Robinson
Stephen Miles
Wm. Coleman

Samuel D. Rice
Charles Lavell
Richard Clarke
James Booth
Henry Byers
John Lever
John A. Williams
George Carr
R Brewster
Charles Taghart
Wm H Williams
Michael Baxter
Wm. Philp
Simon Huntington
James Gray
David Jennings
Alvah Adams
Wm. Andrews
James Elliott
Sylvester Hurlburt
Thomas Bevitt
Richard Wilson
Asahel Hurlburt
John Armstrong
Benj. Nankeville
Wm. Brown
T. W. Constable
David Robertson
Erastus Hurlbert
Vincent B. Howard
Wm. Burns
David Hardie
Conrad Vanduson
Wm. McGill
Daniel McMullen
James Greener
Silas Huntington
Francis Coleman
Richard Hammond
David Clappison
H. McDowell
Daniel Wright
Henry Shaler
Robert Hobbs
John Armstrong
Wm. Pattyson
Andrew McAllister
Jonathan Loverin
Thomas Hanna
John Howes

C. W. METHODIST NEW CONNEXION CHURCH.

Wm. McClure	H. Wilkinson	J. H. Robinson	P. P. Browne
W. Barnett	John Bell	J. Shaw	N. C. Gowan
A. Wright	T. Rump	C. Childs	W. Peck
J. Caswell	D. Savage	T. Jefferis	J. Simpson
H. Coates	J. Gundy	C. Curry	F. E. Powers
E. Williams	D. Bettes	J. C. Warren	J. Hales
John Wilkinson	W. Preston	J. Oates	J. McAlister
B. Haigh	J. Breakenridge	J. Bell	J. Shelton
J. C. Watts	J. Baskerville	W. Robinson	W. Bothwell
J. Kershaw	T. O. Adkins	T. Reed	D. D. Rolston
T. Goldsmith	F. Weaver	W. Gundy	

METHODIST EPISCOPAL CHURCH IN CANADA.

W. D. Hewson	B. Maskle	Wm. Sutton	Joseph Gatchell
N. Roy	J. Owen	Wm. D. Brown	Thaddeus Lewis
S. L. Kerr	Emerson Bristol	Elisha Draper	James Gardiner
O. G. Collamore	George Abbs	A. Jones	J. G. Bull
John Ormerod	John Tufford	A. L. Thurston	D. Brown
John McLean	R. B. Cook	B. Lawrence	R. Perry
S. M. Eastman	Thomas Robson	John Woodward	Henry Lane
James Mitchell	G. P. Harris	John Foster	D. Willson
Henry Gilmore	J. N. Elliott	James Richardson	John Hill
Charles Pettis	Gideon Shepard	C. W. Fraser	D. Perry
John H. Huston	John Bailey	John F. Wilson	W. E. Norman
George Turner	N. A. Fraser	S. W. LaDu	J. W. Sills
J. W. Jacobs	John Hayward	G. J. Betts	Wm. Bird
Wm. Cope	George Lawrence	L. S. Church	Wm. Graham
J. W. Byam	Thomas Webster	John Tuke	H. Williams
Barnabas Brown	George Bennett	E. Orser	J. H. Johnson
Samuel Dunnett	S. Stewart	H. H. Johnson	R. Earl
John Gibson	D. Pickett	A. Wright	W. Brown
J. Wood	D. Culp	John Sills	J. McMullen
E. L. Koyle	C. Lereayer	J. N. D. West	Henry Dockham
L. P. Smith	Samuel Morrison	Henry D. Powiss	J. McNally
T. Dawes	George Crossfield	N. H. Howard	D. F. Hutchinson
E. Lounsbury	D. M. Shaw	G. Jones	D. Pomeroy
E. Harris	A. P. Roy	S. Young	B. Smith
J. B. Richardson	A. Hall	J. A. Rogers	

PRIMITIVE METHODIST CHURCH IN CANADA WEST.

W. Lyle	J. Paul	J. Garner, junr.	J. Simpson
J. Edgar	M. Nichol	J. Towler	F. Berry
R. Boyle	W. Gledhill	T. Foster	G. Bowling
W. Lomas	J. Dudley	J. Davison	F. Adams
J. Lacey	J. Garnett	W. Newton	R. Parsons
T. Lawson	W. Phillips		

BIBLE CHRISTIAN CHURCH IN UPPER CANADA.

P. Robins	John Edwards	A. Doble	R. Hurley
H. Ebbott	William Hooper	J. Dix	Henry Stevens
J. H. Eynon	Thomas Green	R. L. Tucker	J. Hodgson
Abraham Morris	J. Williams	J. B. Tapp	

ROMAN CATHOLIC CHURCH.

DIOCESE OF KINGSTON.

REMIG GAULIN, Bishop of Kingston.
PATRICK PHELAN, Bishop of Carrhœ and Administrator of the Diocese of Kingston.

REGIOPOLIS COLLEGE.

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Patrick McEvay, Prof. of Theology, &c.
John Meade, — McMahon, Regents.
Patrick Dollard, John Farrell, James Farrelly,—Cathedral.
John McDonald, St. Raphaels,
Murt Lalor, Picton,
Michael Brennan, Belleville,
George Hay, St. Andrews,
John Butler, Peterboro',
J. H. McDonough, Perth,
J. F. Cannon, Cornwall,
Æneas McDonald, do.,
Hugh Fitzpatrick, Duro,
T. Smith, Smiths Falls and Kitley,
Charles Burk, Tyendenaga,
Oliver Kelly, Brockville,
Edward P. Roche, Prescott,
Michael Timlin, Cobourg,
Dan. Farrelly, Kemptville, &c.
Denis Begley, Hungerford,
Jas. Chisholm, D. D., Lindsay,
Alex. McDonell, Lochiel and Alexandria.
Bernard Coyle, Mariatown,
B. Higgins, Percy and Asphodel,
John O'Neil, Loborough,
John Foley, Bedford,
R. John Madden, D. D., Trent,
Michael Mackey, Camden,
James R. Rossiter, Gananoque,
John Burk, Emily.

DIOCESE OF TORONTO.

ARMAND FRANCIS MARY DECHARBONNEL, Bishop of Toronto.
P. Molony. O. S. B., T. Fitz-Henry, M. McLaughlin, J. Quinlin,—Cathedral.
E. Gordon, V.G., M. Monaghan, Hamilton,
L. Muzart, St. Catharines and Niagara,
John O'Reilly, Oakville,
Eug. O'Reilly, Gore of Toronto,
J. Marivault, Newmarket,
P. Rattican, Adjala and Tecumseth,
J. B. Proulx, Pickering and Whitby,
J. J. O'Doherty, P. O'Dwyer, Brantford,
R. F. Holzen, S.J., F. Ferruzim, Guelph,
John Cullonan, Grand River,
J. B. Baumgartner, Rainham,
T. T. Kirwan, R. D., J. D. Ryan, A. Caryon, London.
A. Charest, Penetanguishine,
P. Schneider, Goderich and Stratford.
R. F. Ritter, S. J., New Germany,
R. F. Ebner, S. J., Wilmot,
Jean Daudet, Amherstburgh,
C. Ternet, Raleigh,
P. Point, S. F., R. D., Sandwich,
Joseph Gamst, S. J.,
F. Maingui, S. J.,
John Vincent, S. J., Chatham,
Eugene Jaffre,
Nicholas Point, S. J., M. Islands.
Joseph Hanipaux, S. J.,
Dominick Duranquet, S. J.,
J. B. Menet, S. J., Sault S Marie.
Augustin Kohler, S. J.,
P. Chone, S. J. R. D., Fort Wm.,
Nicholas Fremiot, S. J.,

DIOCESE OF BYTOWN.

JOSEPH EUGINE, Bishop of Bytown.

COLLEGE OF BYTOWN.

F. Aug. Gaudet, Superior and Director of Grey Nunnery,
Napoleon Mignault, Director,
— McFeely, Arthur Mignault, Edouard Petinot, Isidore Traversy, Thomas Mangan,—Regents.
F. Auburt, Superintendent of R. R. F F. Oblats, Damase Dandurand, Jeremiah Ryan, Francis McDonagh,—Cathedral.
J. McNulty, Mount St. Patrick,
Peter O'Connell, Richmond,
Edward Vaughan, Ramsay,
J. Lynch, Pembroke and Allumette.
Louis Ouellet, Calumet,
F. F. M. Bourassa, Michael Molloy, L'Orignal,
Joseph Tabaret, Hawkesbury,
Patrick McGoey, Plantagenet,
F. Regis Deleage, P. Coopman, Glouces-ter, Osgoode.

Additions to Directory of Canada West.

Adams, L., merchant ..... Port Elgin
Adams, P. cooper ..... Streetsville
Aiken and Bailey, merchants ..... Port Elgin
Akin, W. S., postmaster ..... Port Elgin
Alexander, John, land agent ..... Barrie Road
Allen, E. T, fanning-mill maker ..... Rawdon
Allen, J. D., merchant, saleratus and pearlash manuf. .. Thamesford
Amable V., carriage maker ..... Cornwall
Appleton, —., Innkeeper ..... Bond Head
Archibald, Jno. S., merchant and potash manuf. ..... Hick's Corners
Arkell, Wm. merchant ..... Fingal
Ashton, G. W., shoemaker ..... London
Ault, John, iron founder ..... Loborough
Baird, John, merchant ..... Ramsay
Bamford, Thomas, saddler ..... Clark's Mills
Band, John, merchant ..... Ramsay
Barrass, David, lumber merchant ..... Stephensville
Bartlett, Wm. brewer ..... Hamilton
Bass, John, saddler ..... Heck's Corners
Baxter, Nathan, merchant and postmaster ..... Yonge Mills
Bell, C. H., deputy sheriff ..... Perth
Bender, James, shoemaker ..... Ernestown
Benson, James, merchant ..... Kingston
Best, S. C., merchant ..... Mount Pleasant, Cavan
Bews, D., merchant ..... Charleston
Black, John, tanner ..... Newburgh
Black, John, waggon-maker ..... Bowmanville
Bliss, —., cloth manufacturer ..... Frankford
Booth, A. C., tanner ..... Charleston
Bray, —., Innkeeper ..... Adelaide
Brown, James, miller and lumber merchant ..... Phillipsville
Brown, —., Potter ..... Bowmanville
Brownlee, H., baker ..... St. Catharines
Bruce, James, merchant ..... Ramsayville
Bull, H., jun., merchant ..... Madoc
Bull, C. F., temperance house ..... Dundee
Burleigh, James, merchant ..... Shannonville
Calder, James, merchant ..... Saugeen
Cameron, M., miller and lumber merchant ..... Madoc
Campbell, Donald, cabinet maker, James Street ..... Hamilton
Campbell & Menzie, merchants ..... Ramsayville
Campbell, John G., land agent ..... Saugeen
Campbell, J., blacksmith ..... York
Campbell, —, carpenter ..... Hamilton

Carver, Wm., shoemaker ..... Napanee
Catten, John, merchant ..... Claremont
Chambers, Timothy, miller and merchant ..... Simcoe Falls
Chesterfield, Stephen, shoemaker ..... Bowmanville
Clements, F., butcher ..... Norway
Clemshaw, John, postmaster and merchant ..... Bloomfield, Cavan
Coleman, S., sole leather manufacturer ..... Ramsayville
Collins, F., blacksmith ..... St. Catherines
Conolly, Joseph, iron founder ..... Simcoe Falls
Colwell, Nicholas, shoemaker ..... Chinguacousy
Corby, H., miller ..... Belleville
Corvey, Wm., merchant ..... North Augusta
Coulter, James, Inn-keeper ..... Bellamy's Mills, Ramsay
Counter, Charles, tanner ..... Thamesford
Coyne, —, Inn-keeper ..... Dunwich
Craig, Alex., merchant ..... Stephensville
Creighton, John, blacksmith ..... Newburgh
Cromwell, James, Inn-keeper ..... Otterville
Crooks, G. J., lumber merchant ..... St. Anne's
Dalton, Wm., soap and candle maker ..... St. Thomas
Deady, M., tailor ..... Streetsville
Denant, W. H., merch't, miller, lumb. merch't and carder ..... Beverly
Dolman, James, tanner ..... Rednersville
Downing, Wm., miller ..... Tweed
Drysdale, Alex., blacksmith ..... Pakenham
Eakins, George, turner ..... Newburgh
Easton, S. S., merchant, miller, lumber merchant and p.m. ..... Easton's Corners
Ellison, Jno., merchant ..... Union V. near P. Stanley
Ellison, Wm., waggon maker ..... Derry West
Farley & Sons, grocers ..... Bytown
Farmer, J. G., merchant ..... Madoc
Fitzgerald, —, merchant ..... Bloomfield, Cavan
Flanagan, —, butcher ..... Kingston
Fleming, Gavan, merchant ..... Glenmorris
Flindell, —, distiller ..... Sidney
Flint, J. & G., merchants ..... Brockville
Foley, W., saddler and harness maker ..... Charleston
Fortune, —, tailor ..... Mirickville
Fowlis, Andrew, merchant ..... Peterboro
Franklin, J., lumber merchant ..... Williamsville
Franklin, E., merchant ..... Madoc
Gabourie, Felix, lumber merchant ..... Tweed
Gairdner, D., merchant and post-master ..... Ballyduff
Gardner, F., merchant ..... Thamesford
Gibson, Alex., blacksmith ..... St. Catherines
Gillespie, Peter, miller ..... Cornwall
Gillespie, D., tailor ..... Napanee
Gilligan, John, saddler ..... St. Anne's
Gilray, J., jun., blacksmith ..... Scarboro'
Glossop, Daniel, shoemaker ..... Middleton, Lanark
Gray, John .....
Green, Thos., cloth factory ..... Union V. near P. Stanley
Griffith, Richard, temperance house ..... Spike's Corners, Portland

Haddow, Robt., saddler ..... St. Ann's
Haines, T. A., merchant ..... Rebecca St., Hamilton
Hall, Wm., merchant ..... Peterboro
Hanigan, Patrick, blacksmith ..... Hamilton
Hanley, Thos., baker ..... Bytown
Harmon, Wm., merchant ..... Rednersville
Hartwell, Alex., merchant and postmaster ..... Stephensville
Hastings, Thomas, blacksmith ..... York township
Hawkins, W. merchant ..... Dundee
Haydon, James, merchant ..... Clarke's Mills
Haydon, M., merchant ..... Loborough
Henning, Patrick, blacksmith ..... Hamilton
Hickok, P., iron founder ..... Beverley
Hill, Richard, merchant ..... Saugeen
Hockey, J., innkeeper ..... Dereham
Holditch, W., brewer ..... Loborough
Holmstead, Geo., merchant and postmaster ..... Madoc
Hoover, S., miller ..... Williamsville
Hosey, Bruton and Miller, cloth manufacturers ..... Loborough
Howell, G. W., merchant ..... Tweed
Howkins, Henry shoemaker ..... Chinguacousy
Hudson, John inn-keeper ..... Latimer's Corners
Humphries, R. C., temperance house ..... Keene
Hutchinson, Mark butcher ..... Yonge Street Toronto
Inglis, John P., merchant ..... Bytown
Ison, R. H., dentist ..... London
Jackson, W., miller and distiller ..... Loborough
Jacques, James, shoemaker ..... Consecon
Jamieson, James, miller ..... Tweed
Johnston, W., tanner ..... Charleston
Jones, F., miller, lumber merchant, carder and fuller ..... Yonge Mills
Jones, B., merchant ..... Claremont
Jones, John, blacksmith ..... Picton
Joyce, —., blacksmith ..... Churchville
Judd, A. G., merchant, ... Beverley
Keating, R., tanner ..... Loborough
Keeler, J., miller ..... Edwardsburgh
Kennedy, Wm., miller, lumber merch't, carder & fuller ..... Charleston
Kent, James, merchant ..... Williamsville
Kerr, Adam, shoemaker ..... Columbus
King, John, merchant ..... Napanee
King, James, innkeeper ..... Fingal
Knisby, S., iron founder ..... Williamsville
Laing, Alex. blacksmith ..... Peterboro
Lamont, James, Inn-keeper ..... Lanark
Landon, John, tanner ..... Phillipsville
Lawrence & Prosser, millers ..... Boyne Mills, Mulmur
Lawton, J. K., merchant ..... Gananoqui
L'Esperance, North American Hotel ..... Port Hope
Lewis & Co., merchants ..... Phillipsville
Lynn, Robert, Surveyor and engineer ..... Saugeen
McCargar, W. H., shoemaker ..... Kemptville
McCarty, J. & E., millers, lumber merchants and fullers ..... Thamesford

McClelland, Robt., merch't and pot and pearlash maker.Thamesford
McDonald, Alex., merchant.....Saugeen
McDonald, John, merchant and lumber merchant .....Madoc
McElhinney, James, miller and lumber merchant.....Yonge Mills
McGee, —, Inn-keeper .....Blenheim
McGillivray, —, woollen manufacturer .....Napanee
McGuire, F., merchant.....Madoc
McKelvey, Geo., temperance house.....Lansdowne
McKinley, A., Inn-keeper .....Bogart Town
McKinnon, L., carpenter .....Coulter's Corn's,Mariposa
McLean, D., carpenter.....Coulter's Corn's,Mariposa
McLelland, —, shoemaker.....Brampton
McLoughlin, —, Post-office and Inn-keeper .....Mariposa
Macneve, P. L. & Co., merchants .....Colborne
McPherson, Kenneth, merchant.....Port Elgin
McTavish, E. & D., plough and waggons makers .....Bowmanville
Madden, H., merchant.....Loborough
Magee, Robt. merchant.....Hick's Corners
Mahon, James blacksmith .....Ferguson's Falls
Maitland, —, merchant and postmaster.....Kilmarnock
Manhaffey, —, blacksmith .....Mimico
Mark, W. E., shoemaker .....Oshawa
Marks, T. D., iron-founder .....Claremont
Marks, Thomas inn-keeper.....Mariposa
Marsh, J. W., merchant.....Brighton
Marsh, W., merchant.....Holland Landing
Marsh, temperance house.....Consecon
Marshall, Richard merchant .....Tweed
Marshall, John tailor.....Streetsville
Matthews, John merchant .....Claremont
Meikle, Wm., merchant .....Easton's Corners
Miles, G. W., inn-keeper .....Hamilton
Millard, J., merchant .....Yonge St.
Miller, George carder and fuller .....Simcoe Falls
Miller, George tanner and currier.....Tamworth
Miller, Garratt tanner.....Simcoe Falls
Miller, James butcher and tavern-keeper.....Streetsville
Miller, John & Co., wholesale grocers.....Kingston
Mitchell, John inn-keeper.....Ops
Moon, Peter lumber merchant.....Tweed
Moore, John watchmaker.....Toronto
Morrison, John inn-keeper.....New Sarum
Mosley, Robert teacher .....Machells Corners
Muir, Wm., miller .....St. Catharines
Murdoch, John tanner .....Carleton Place
Neelands, James merchant .....Chinguacousy
Neelands, Andrew waggon maker.....Chinguacousy
Niblet, John E., inn-keeper .....Weston
Noble, James cooper .....Lambton
Northmore, Joshua baker .....Waterloo
Norris, G., confectioner .....Port Whitby
Norton, Wm., threshing-machine maker.....Hamilton
O'Leary, —, Inn-keeper .....Lindsay, Ops

Patterson, Peter, miller ..... Peterboro'
Pedlar, —, temperance house ..... Oshawa
Perley, C. S., mill owner ..... Claremont
Petch, —, Inn-keeper ..... Machell's Corners
Pillman, M., tailor ..... Vienna
Poole, Geo., cabinet maker ..... Peterboro
Popps, John, lumber merchant ..... Port Elgin
Porte, Gilbert, shoemaker ..... London
Pratt, —, bakery and temperance house ..... Cobourg
Preston, P., lumber merchant ..... Ballyduff
Pringle, J. Taylor ..... Whitby
Prout, Charles, carpenter ..... Duffin's Creek
Pullis, E., millwright ..... Ramsayville
Purvis, Jos., shoemaker ..... Newton
Quinlan, —, cabinet maker ..... Trentport
Rea, J. W., painter ..... St. Catherines
Redner, James, merchant and postmaster ..... Rednersville
Reid & Ferguson, merchants ..... Saugeen
Reid, Robt., postmaster ..... Saugeen
Reynolds, E., merchant ..... Norwood
Reynolds, Johnson, blacksmith ..... Norwood
Reynolds, G., merchant ..... Norwood
Robinson, John, tinsmith ..... James St., Hamilton
Roe, Edmund, iron founder ..... London
Rogers, George, merchant ..... Brock
Russell, J. A., merchant ..... Beverley
Scott, John, merchant ..... Oxford
Scott, S., lumber merchant ..... Simcoe Falls
Scott, Robert, shoemaker ..... Norwood
Selden and Gordon, millers and merchants ..... Tamworth
Sheil, Robert, postmaster ..... Glenmorris
Sherman, James, merchant ..... Camden
Shibley, John, merchant ..... Simcoe Falls
Shipman S. K., lumber merchant ..... Ramsayville
Shipman, D., temperance house ..... Ramsayville
Shorey, Miles, innkeeper ..... Napanee
Silverthorne, Francis, miller, &c. ..... Meadowvale
Simmons, J., temperance house ..... Trent Port
Skead, J., lumber merchant ..... Bytown
Slater, Wm., innkeeper ..... Chippawa
Slorah, James, merchant ..... Port Elgin
Smith, George, merchant, Coulter's Corners ..... Mariposa
Smith, Edward, merchant ..... Dundee
Smyth, J. F., iron founder, James Street ..... Hamilton
Smyth, Thomas, carpenter, Cannon Street ..... Hamilton
Snedden, Alex., innkeeper, ... Ramsay
Snively, M., cabinet maker ..... St. Catharines
Squires, —, druggist ..... Norval
Steel, John, merchant ..... Claremont
Sutherland, D., merchant ..... Temperanceville
Sutherland, John, lumber merchant ..... Glenmorris
Sykes, J., carder and fuller ..... St. Anne's
Tanner, J., tailor ..... Cornwall

Teskey, Joseph, miller ..... Ramsay
Thetford, H., shoemaker ..... Mirickville
Thompson, Richard, pumpmaker ..... near Port Hope
Tibb, Mrs. innkeeper ..... Nissouri
Topping, John, gardener ..... Hamilton
Tucker, Richard, tanner ..... Tweed
Tuple, —., merchant ..... St. Anne's
Ucher, —., jeweller ..... Hamilton
Upham, E., merchant ..... Loborough
Vader, Paul merchant and saddler .....
Vandusen, Robert merchant ..... Tweed
Vinton, A. saddler ..... Beverley
Vyse, James baker ..... Cooksville
Walker, James fuller and Wool-stapler ..... Oshawa
Warner, Charles merchant ..... Camden
Warren, John postmaster ..... Beverley
Wartman, W. D., merchant ..... Spike's Corners Portland
Waters, B., tanner ..... Loborough
Watson, Robert merchant ..... Brockville
Watson, Ralph tanner ..... Duffin's Creek
Wenicott, A., inn-keeper ..... Jamestown
Werner, Oliver carpenter ..... Port Whitby
Whalen, John Japanner ..... Hamilton
Wheeler, Calvin postmaster ..... Tamworth
Wheeler, C. & J., merchants ..... Tamworth
Wheeler, A., merchant ..... Tamworth
White, Henry Surveyor ..... Beaverton
Whiteford, James watchmaker ..... Belleville
Whitehead, W. L. postmaster ..... Claremont
Whitehead, N. M., agent for marriage licenses ..... Claremont
Whitt, Thos., dry goods merchant ..... St. Catherines
Wilkie, John, merchant ..... Thornhill
Wilson, Richard, merchant ..... Loborough
Wilson, J. H., cabinet maker ..... Hewson St., Hamilton
Wilson, C. J., engineer ..... London
Wilson, —, Inn-keeper ..... Heck's Corners
Willson, —, Clerk of District Court ..... Pickering
Wiseman, Eliz., merchant ..... Williamsville
Wiseman, Howard, postmaster ..... Williamsville
Wood, Benj., merchant ..... St. Catherines
Wood, M., blacksmith ..... Chinguacousy
Wooley, W., blacksmith ..... Thurlow
Worthington, Thos., Black Horse Inn ..... Hamilton
Wright, John, thrashing-machine maker ..... Bloomfield, Cavan
Wright, John, tanner ..... Stephensville
Yeomans, Horace, lumber merchant ..... Belleville
Yule, C., shoemaker ..... Port Whitby

PROFESSIONAL MEN, &c.

Adams, —., attorney, &c. ..... Perth
Adamson, Dr. J., ... Hammondville, Toronto township
Ash, Dr. John ..... Newburgh
Aylesworth, Dr. ..... Newburgh
Bartel, —., barrister ..... Napanee
Booth, J. C., Dr. ..... near Farmersville
Caulfield, —., Dr. ..... Claremont
Chester, F., Dr. ..... Claremont
Clare, Dr. ..... Newburgh
Clapp, G. S., surveyor ..... Napanee
Coddington, E., engineer ..... London
Delmage, —., Dr. ..... Toronto
Demerest, E. G., Dr. ..... Tamworth
Dunbar and Pringle, barristers, &c. ..... Hamilton
Dyall, R., Dr. ..... Bloomfield, Cavan
Fitzgibbon, Charles, barrister ..... Belleville
Gardner, Thos., engineer ..... Bowmanville
Gates, W. Dr. ..... Port Elgin
Hearle, John H., surveyor ..... Saugeen
McDougall, barrister ..... Belleville
McGee, B. T. Dr., ... Beverley
McMillan, A., collector of customs ..... Port Elgin
McNabb, A., Crown Lands Agent ..... Saugeen
McPhillips, G., surveyor ..... Richmond Hill
Melville, Dr., ... York St. Toronto
Miller, W. D., inspector of licenses ..... Niagara
Miller, Richard barrister and attorney ..... St. Catharines
Mountain, Dr., ... Farmerville
O'Reilly, H., barrister ..... St. Anne's
Poole, Thos., attorney ..... Cornwall
Prosser, T. C., surveyor, conveyancer, &c. ..... Boyne Mills, Mulmur
Richmond, Dr. ..... Gananoqui
Rose, H., Dr. ..... Claremont
Smyth, J. W., Dr. ..... Brockville
Thompson, —, solicitor ..... Cannington